

Southwestern Pennsylvania Commission  
4:30 p.m. – December 14, 2020

Webex Meeting

AGENDA

1. Call to Order
  - a. Quorum
  - b. Any Conflict of Interest Declarations on Action Items
2. Action on Minutes of the September 28th Meeting
3. Public Comment
4. Presentation of 2019-2020 Audit Report – Maher, Duessel, CPAs
5. Financial Report – Vince Massaro
6. Nominating Committee Report and Action on Resolution 15-20 to Elect a Vice-Chairman and Secretary-Treasurer to the Commission – Lynn Heckman, Chair
7. Action on Resolution 16-20 to Recognize the Accomplishments of our Colleague and Friend, David Miller, who passed away on November 17, 2020 – Rich Fitzgerald
8. 2020 Regional Transportation Safety Action Plan Overview – Domenic D’Andrea
9. Message from the Executive Director – Vincent Valdes  
Next Meeting Date – **January 25, 2021**
10. Other SPC Business – Rich Fitzgerald
11. Appointment of 2021 Nominating Committee – Rich Fitzgerald
12. **Adjourn to Corporation Members Annual Membership Meeting – All voting members of the Commission are members of the Corporation.**

**SOUTHWESTERN PENNSYLVANIA CORPORATION**

**SOUTHWESTERN PENNSYLVANIA COMMISSION**

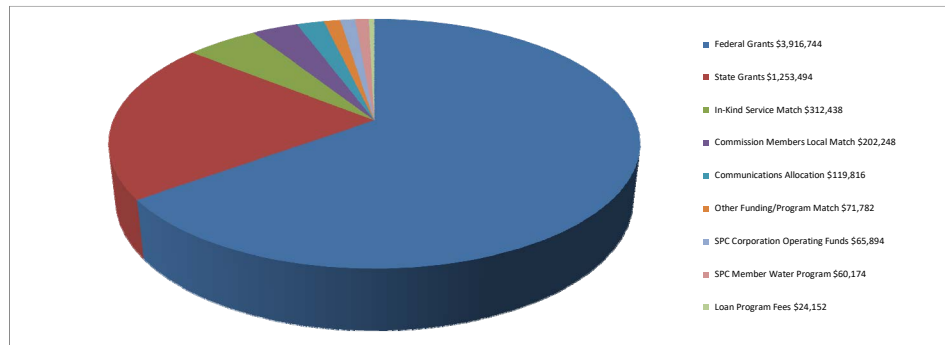
COMBINED REVENUE and EXPENSE STATEMENT

FOR THE PERIOD JULY 1, 2020 TO October 31, 2020

	<b>APPROVED BUDGET</b>	<b>ACTUAL TO DATE</b>	<b>PERCENT OF BUDGET</b>	<b>ENCUMBERED TO DATE</b>	<b>PERCENT OF BUDGET</b>
<b>REVENUES:</b>					
Federal Grants	\$ 8,970,550	\$ 2,241,283	24.98%	\$ 3,916,744	43.66%
State Grants	2,029,475	549,842	27.09%	1,253,494	61.76%
In-Kind Service Match	1,001,782	286,036	28.55%	312,438	31.19%
Commission Members Local Match	533,126	159,980	30.01%	202,248	37.94%
SPC Member Water Program	392,900	60,174	15.32%	60,174	15.32%
Communications Allocation	355,000	119,816	33.75%	119,816	33.75%
Other Funding / Program Match	120,381	5,602	4.65%	71,782	59.63%
SPC Corporation Operating Funds	82,400	25,894	31.42%	65,894	79.97%
Loan Program Fees Recognized	65,870	24,152	36.67%	24,152	36.67%
<b>TOTAL PROJECT RELATED REVENUES</b>	<b>\$ 13,551,484</b>	<b>\$ 3,472,779</b>	<b>25.63%</b>	<b>\$ 6,026,742</b>	<b>44.47%</b>
<b>EXPENDITURES:</b>					
<b>Direct</b>					
Program Salaries with Fringes	\$ 4,655,018	\$ 1,417,447	30.45%	\$ 1,417,447	30.45%
Printing	15,452	1,575	10.19%	1,575	10.19%
Telephone	10,180	3,050	29.96%	3,050	29.96%
Postage	1,872	42	2.24%	42	2.24%
Supplies; Software Maintenance	139,774	7,276	5.21%	7,276	5.21%
Travel	129,245	10,095	7.81%	10,095	7.81%
Equipment Purchase/Lease/Maintenance	54,400	6,190	11.38%	6,190	11.38%
Meetings	108,003	1,612	1.49%	1,612	1.49%
Legal and Grant Audits	39,300	11,913	30.31%	11,913	30.31%
Dues/Data Files/Web Site Development and Maintenance	383,382	12,690	3.31%	12,690	3.31%
Training and Development	26,350	5,275	20.02%	5,275	20.02%
Temp Personnel Services	39,074	2,258	5.78%	2,258	5.78%
Communications Project Allocation	355,000	119,816	33.75%	119,816	33.75%
In-Kind Service Match	1,001,782	286,036	28.55%	312,438	31.19%
Executive Search	22,941	-	0.00%	-	0.00%
Contractual - Professional Technical Consulting Services	1,020,837	118,627	11.62%	118,627	11.62%
Contractual - Whitman, Requardt & Associates	350,000	-	0.00%	350,000	100.00%
Contractual - MarketSpace Communications	200,000	10,440	5.22%	200,000	100.00%
Contractual - Delta Development	87,290	46,940	53.77%	87,290	100.00%
Contractual - On Call Consultancy	500,000	117,665	23.53%	500,000	100.00%
Contractual - PREP Partners	496,660	70,710	14.24%	496,660	100.00%
Contractual - LDD's (ENGAGE! Program)	235,433	-	0.00%	235,433	100.00%
Contractual - SPC Members UPWP Planning Assistance	213,378	4,752	2.23%	213,378	100.00%
Contractual - Catalyst Connection subaward	474,073	164,778	34.76%	474,073	100.00%
Contractual - Enterprise Holdings	350,000	109,596	31.31%	350,000	100.00%
Contractual - Port Authority Transit Planning Pass-Through	184,000	78,392	42.60%	184,000	100.00%
Contractual - Advocacy Representation	60,000	20,000	33.33%	60,000	100.00%
<b>Total Direct Expenditures</b>	<b>\$ 11,153,444</b>	<b>\$ 2,627,175</b>	<b>23.55%</b>	<b>\$ 5,181,138</b>	<b>46.45%</b>
Indirect Expenses	2,398,040	845,604	35.26%	845,604	35.26%
<b>TOTAL PROJECT RELATED EXPENDITURES</b>	<b>\$ 13,551,484</b>	<b>\$ 3,472,779</b>	<b>25.63%</b>	<b>\$ 6,026,742</b>	<b>44.47%</b>

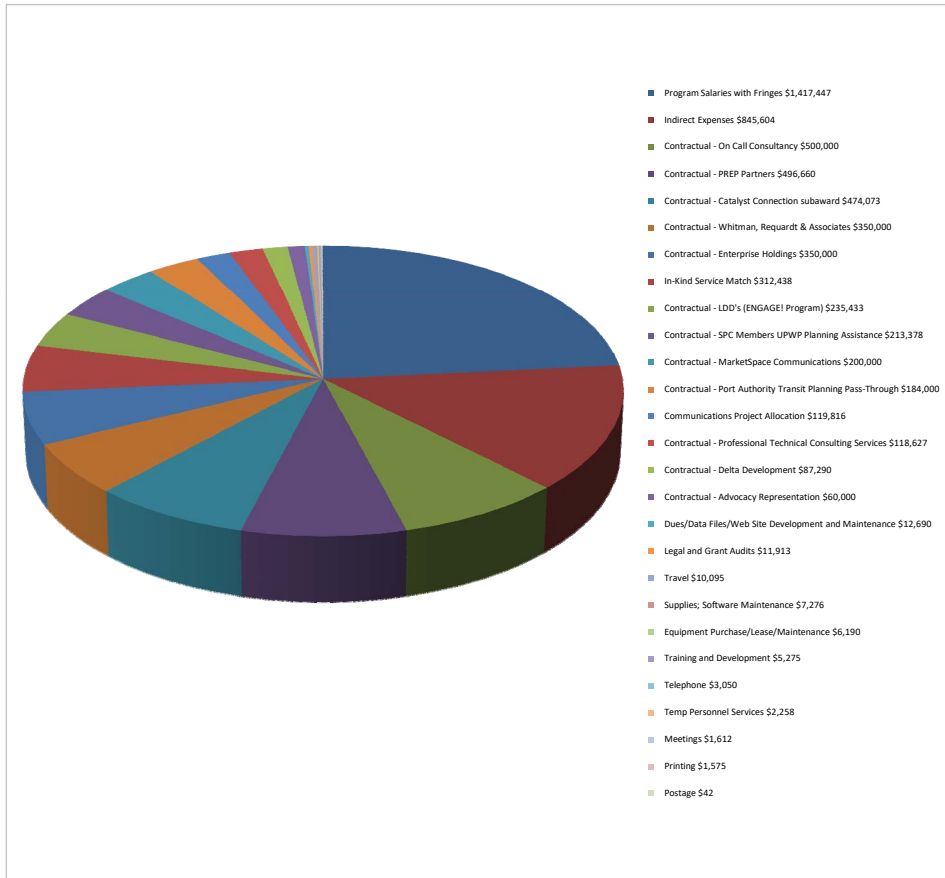
**Revenues - Actual and Encumbered to Date 10/31/2020**

Federal Grants \$3,916,744	\$ 3,916,744
State Grants \$1,253,494	1,253,494
In-Kind Service Match \$312,438	312,438
Commission Members Local Match \$202,248	202,248
Communications Allocation \$119,816	119,816
Other Funding/Program Match \$71,782	71,782
SPC Corporation Operating Funds \$65,894	65,894
SPC Member Water Program \$60,174	60,174
Loan Program Fees \$24,152	24,152
	<b>\$ 6,026,742</b>



**Expenditures - Actual and Encumbered to Date 10/31/2020**

Program Salaries with Fringes \$1,417,447	\$ 1,417,447
Indirect Expenses \$845,604	845,604
Contractual - On Call Consultancy \$500,000	500,000
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Dues/Data Files/Web Site Development and Maintenance \$12,690	12,690
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Travel \$10,095	10,095
Supplies; Software Maintenance \$7,276	7,276
Equipment Purchase/Lease/Maintenance \$6,190	6,190
Training and Development \$5,275	5,275
Telephone \$3,050	3,050
Temp Personnel Services \$2,258	2,258
Meetings \$1,612	1,612
Printing \$1,575	1,575
Postage \$42	42
	<b>\$ 6,026,742</b>



Southwestern Pennsylvania Commission  
Minutes of the Meeting  
September 28, 2020 – 4:30 p.m.  
Zoom and In-Room Meeting

The one hundred forty third meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Rich Fitzgerald.

Members: Brian Allen, Darin Alviano, Mike Belding, Kevin Boozel, Morgan Boyd, Scott Bricker, Douglas Chew, Mike Coonley, Scott Dunn, Rich Fitzgerald, Kim Geyer, Mark Gordon, Joe Grata, Kelly Gray, Dick Hadley, Lynn Heckman, Sherene Hess, Diana Irey Vaughan, Fred Junko, Katharine Kelleman, Sean Kertes, Larry Maggi, Jack Manning, Jeff Marshall, Kevin McCullough, Amy McKinney, Leslie Osche, Johnna Pro, Mavis Rainey, Aurora Sharrard, Larry Shifflet, Byron Stauffer, Jr., Vince Vicites, Christopher Wheat, and Blair Zimmerman.

Others: Barry Altman, Pennsylvania Turnpike Commission; Dan Corey, AECOM; Dusty Kirk, Reed Smith; Ann Ogoreuc, Allegheny County Department of Economic Development; Jason Rigone, Westmoreland County Planning and Development; Lisa Kay Schweyer, Carnegie Mellon University; and Douglas Smith, Prime Engineering.

Staff: Vincent Valdes, Kirk Brethauer, Ronda Craig, Dominic D’Andrea, Linda Duffy, Anthony Hickton, Chuck Imbrogno, Jenn Lasser, Vince Massaro, Steve Meredith, Shannon O’Connell, Kay Tomko, Dave Totten, Cathy Tulley, Sara Walfoort, and Andy Waple.

1. Chairman Fitzgerald called to order the September 28, 2020 meeting of the Southwestern Pennsylvania Commission
  - a. Quorum – There being a quorum present the meeting proceeded
  - b. Any Conflict of Interest Declarations on Action Items – None
2. Action on Minutes of the July 27, 2020 Meeting

A motion was made to approve the minutes of the July 27, 2020 meeting by Commissioner Maggi, which was seconded by Larry Shifflet. The affirmative vote was unanimous.

3. Public Comment – None
4. Financial Report – Vince Massaro

Vince Massaro reported on the financials for the fiscal year ending June 30, 2020. Total revenues actual to date are \$10,855,981 compared to the adopted annual budget of \$13,603,991. This reflects 79.80% of the budget recognized. Total expenditures actual to date are \$10,855,981 compared to the adopted annual budget of \$13,603,991. This reflects 79.80% of the budget recognized. Due to COVID-19, projects were extended into the new fiscal year amounting to approximately \$1.2M through June 30, 2021.

The auditors are in the office performing their Single Audit. Their report will be received mid-to-end of October. The final audit will be presented at the December 14<sup>th</sup> meeting.

*Questions/Comments: None*

Chairman Fitzgerald mentioned that these Zoom meetings are available to attend in person and he appreciated those who made the trip in.

5. Broadband Presentation – Jenn Lasser

**Broadband Activity & Updates**

- **Creation of SW Broadband Task Force**
  - First Meeting held September 2, 2020
  - Next Meeting October 2020
  - Focus on regional broadband and implementation
- **ARC POWER Grant – Broadband grant submitted (not yet approved)**
  - Vertical Asset Study & Technical Assistance
- **Individual County Conversations – October 2020**
  - Asset Mapping & Surveys
- **Legislative Update**
  - HB 2438 – Bill amended & referred to Senate Appropriations

Jenn Lasser explained that Broadband is a priority especially with COVID-19 in areas that currently lack high speed internet service.

*Questions/Comments:*

Both Mavis Rainey and Leslie Osche inquired about the makeup of the task force. Jenn said the first meeting was comprised of economic development organizations and planning directors. It was decided at that meeting to form a special group to include schools, emergency responders, those with technical assistance, and several others. The second meeting will be comprised of additional members suggested in the first. Meetings will be held bi-monthly and the task force will continue to grow with members of the community, schools, providers, COGs, businesses and additional stakeholders.

Jenn stated that we need to be thinking 10 to 15 years ahead on this as technology is improving rapidly and decisions made for internet technology today would already make us behind when implementation is conducted.

Joe Grata said from a regional standpoint, he could not emphasize enough and stress exactly what Jenn had to say about Broadband. We need to do what we can for school districts as soon as possible.

6. Hyperloop Pennsylvania Study Presentation – Pennsylvania Turnpike Commission and AECOM Barry Altman, Pennsylvania Turnpike Commission, explained the technology behind Hyperloop.

Dan Corey, AECOM, explained the project.

**PA Hyperloop Study Project**

- Legislative mandate authorizing a Hyperloop study
- Passed October 17, 2018
- Sponsored by Representative Kaufer (Luzerne County)
- Focus on linking Pittsburgh, Harrisburg, Philadelphia, and Wilkes-Barre/Scranton
- Tasking the Turnpike as the study lead in collaboration with PennDOT

**PA Hyperloop Scope – The Pennsylvania Hyperloop Study Included:**

- Technology readiness, existing policy and legislation, and requirements for technology standardization and safety
- Two high-level scenarios, considering the intent of HR 1057, which will be the basis for costs, potential revenue, benefits and impacts of Hyperloop in Pennsylvania
- High-level economic impacts if Hyperloop is constructed inside or adjacent to Pennsylvania

- A review of a possible business case required to advance Hyperloop in Pennsylvania
- Suggested next steps

### **Other Regional Hyperloop Studies**

NOACA Study with Hyperloop Transportation Technologies:

Route to include proposed stations in Chicago – Toledo – Cleveland – Youngstown – Pittsburgh

MORPC Study with Virgin Hyperloop One:

Route to include proposed stations in Chicago – Columbus – Pittsburgh

Transpod Study:

Route to include proposed stations in Chicago – Toronto – Ottawa – Montreal – New York City

Our concern was it bypassed Pennsylvania.

### **PA Hyperloop Scenario**

Conceptual Hyperloop Main Line Scenario

- Potential main line to Wheeling, Columbus & Chicago
  - Portals in Harrisburg, Allentown, ABE Airport & Newark
- Potential main line to Cleveland & Chicago
  - Portals in New Stanton & Monroeville
- Potential main line to Harrisburg & Philadelphia
  - Portals in MDT Airport, Paoli, Northeast Corridor & PHL Airport

Conceptual Hyperloop Branch Line Scenario

- Extension to Erie
- Extension between 2 main lines to include portals in Washington and PIT Airport
- Extension to Altoona & State College
- Conceptual future extension to Baltimore/Washington
- Extension to upstate New York and Toronto with a portal in Scranton/Wilkes-Barre
  - Future Northern Tier Hyperloop
- Portal in Plymouth Meeting

Most of these scenarios include major airports and major distribution centers. The concentration is on high demand products such as electronics, etc.

### **Economic Impacts**

Pennsylvania Only

- \$63B to construct approximately 440 miles of Hyperloop through Pennsylvania
- \$19B in traditional transportation benefits could be realized
- \$260B in wider economic benefits (WEBs) could be realized

All Cities

- \$145B to construct a regional Hyperloop connection between the Chicago and New York City metropolitan area through Pennsylvania
- 7M tons of freight movement of high-valued goods
- 34M-40M riders in analysis year 2040 (Peak demand in 2040)

## Travel Time

Potential Hyperloop travel times (Time in vehicle/pod)

- Chicago to New York City – 108 minutes
- Chicago to Pittsburgh – 60 minutes
- Chicago to Philadelphia – 112 minutes
- Pittsburgh to New York City – 55 minutes
- Harrisburg to New York City – 24 minutes
- Allentown to New York City – 12 minutes
- Pittsburgh to Philadelphia – 35 minutes

What does this mean? It means it gives people opportunities to get people to these places faster.

## Evaluation Scorecard

- Overall State of Hyperloop Industry
- Safety / Security
- Policy Regulations / Legislation
- Capital Costs
- Business Case
- Economic Benefits
- Opportunity
- Speed / Travel Time
- Passenger Demand
- Freight Demand
- Intermodal Connectivity
- Major Markets Served
- Cost Savings From Existing Modes
- Economic Development Opportunities
- Environmental Benefits
- ROW Impacts

## What's New in Hyperloop

USDOT Policy Document Establishes Hyperloop funding eligibility

The policy document – *Pathways to the Future of Transportation* – is intended to serve as a road map for innovators of new cross modal technologies to engage with the department.

U.S. Department of Transportation (USDOT) Secretary Elaine Chao and the *Non-Traditional and Emerging Transportation Technology (NETT) Council* have released the policy document *Pathways to the Future of Transportation*.

Posted: 24 July 2020 / Sam Mehmet (Intelligent Transport)

## What's Next for PA Hyperloop

- Proactively Monitor
- Develop Partnerships
- Update Business Case

*Questions/Comments:*

Commissioner Rainey asked if there would be any impacts to residential property or infrastructure, or would they be limited to municipal, county or state rights of way. Mr. Altman said these scenarios are all within the rights of way. At this time we are not looking at any specific parcels.

Commissioner Bricker said he has serious concerns with the technology that exists in the world in terms of high speed rail. Why aren't we spending resources as a region or as a state on studying high speed rail and making that into a long term network? High speed rail technology has been around awhile, but the drawbacks to it are basically very high maintenance and very high wear and tear on systems. Most of that technology is very

complicated and It's expensive in terms of maintaining the technology. Hyperloop is using technology designed by scientists all over the world. That's why there are a lot of testing facilities that we saw on the slides. We are going to test this out. We are going to test out the performance. We are going to test out the safety. We are highly confident that we can test it to the satisfaction of the transportation authorities and governing boards.

Vincent Valdes said in his previous position with the FTA he had an opportunity to look at Hyperloop up close and personal. Everything you're saying is spot on. The issue we really need to address is do comparable studies look at any kind of cost benefit with this technology. Has it been fully developed? Has it been deployed anywhere? No, not yet. We have to think about all the factors. We have to think about doing a rational comparison of different technologies and what we really need. He said SPC will be the mandate here in our region. He doesn't see Hyperloop being deployed nationally without southwestern Pennsylvania playing a role in updating it. He said for further discussion we could bring this before our Regional Policy Group.

Commissioner Grata said he supports Commissioner Bricker's comments. He said we followed and reported on high speed and low speed rail from its very beginning to its bitter end in McKeesport, these same arguments were made. Hopefully this will have a better fate.

Experiencing technical difficulties – there were no further discussions regarding Hyperloop.

#### 7. CMU Smart Mobility Challenge – Lisa Kay Schweyer

Lisa Kay Schweyer thanked all the Commissioners for their time and for Andy and Vincent inviting her to share this information with you. As Commissioner Grata was just talking about the importance of research and being able to look at alternatives, that is what we do. At Carnegie Mellon about 10 years ago, we started this Transportation Research Institute and have successful partnerships with the city of Pittsburgh as well as Port Authority of Allegheny County. We want to be able to look at those lessons and how we could be disseminated throughout the suburban and rural communities in our region. She thanked the Southwestern Pennsylvania Commission for continuing their role as a challenge partner. There are a lot of opportunities to get the word out, like tonight and as we did last week at the meeting of the Transportation Technical Committee.

Lisa Kay said they use the Smart Mobility Challenge as a way to look at the mobility problems within different communities. Our first challenge was held from 2017-2018 and included research conducted in collaboration with Millvale, McKees Rocks, Bethel Park, Greensburg, Mt. Lebanon, Dormont, Cranberry Township and Lawrence County.

The second Smart Mobility Challenge was held 2019-2020 leveraging the Carnegie Mellon University's Mobility Data Analysis Center. These projects supported North Huntingdon Township and the Airport Corridor Transportation Association's RideACTA shuttle program.

The projects in 2017 and 2019 are coming to an end.

Our third Smart Mobility Challenge will begin in July 2021. We are looking for municipalities and public transit operators who have mobility problems in a suburban or rural community that would like assistance in studying. Problems addressing issues of transportation equity and COVID-19 are encouraged. These are 4 of 7 proposed problem areas:

- Evaluate proposed future network impact Evaluate the dynamic impact of salt and brine on road conditions during winter.
- Evaluate, analyze and recommend combined urban design/complete street design responses to impact of COVID-19 and potential future public health conditions Evaluate, analyze and recommend community design responses to impact of changing technologies for mobility and work.



To submit a problem statement, include:

- Municipality or Public Transit Operator Name
- Name, Title, Email, Phone
- Describe the mobility problem (please be as specific as possible, including impacts)
- In which of the 7 problem areas does your mobility problem fit best?
- What data already exists that could be made available to our researchers (if any)?
- Other information that describes why your problem is uniquely positioned to be chosen for this challenge (i.e. support of elected officials, community organizations)

“Submit” by October 14

What Happens Then...

- October – November 2020 – Researchers reach out to discuss problem statements and the possibility of developing a proposal
- December 18, 2020 – Researchers submit their project proposal
- February 5, 2021 – Winning projects (mobility problems) selected
- May/June 2021 – Kickoff meetings will be conducted between project team staff and the municipal or public transit operator representative
- July 1, 2021 – Project begins
  
- December 2021/January 2022 – Project mid-point check-in meetings will be conducted between project team and the municipal or public transit operator representative
- June 30, 2022 – Project ends
- July 2022 – Project completion meetings will be conducted between project team and the municipal or public transit operator representative

One thing to keep in mind, and this is very important, is there is no money awarded to the winner. It’s just the opportunity to work with the folks here at Carnegie Mellon University and to have their assistance and to be able to look at the mobility problem that you are submitting.

*Questions:* None

Chairman Fitzgerald thanked Lisa Kay and commented on the great collaboration that CMU and the Smart Mobility Challenge throughout has been a tremendous asset to our region. He said on behalf of all of us he hopes they continue to do great work.

8. Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grants Program Announcement in Butler County – Mark Gordon

History – Gateway 228

- Classical Tactical Approach
  - Forty-Year History
  - Advance via the TIP Process
- Results
  - Never Advanced for Funding
  - No Real Communication, Justification or Advocacy
  - Executed in Isolation
  - No Comprehensive Approach

## Gateway 228 – 2018 to Date

- Strategic Approach
  - Leadership
  - Engage Strategic Partner – DELTA Development Group, Inc.
  - Redefine the Corridor, Focus on Regional Impacts (Allegheny, Beaver, Butler, PennDOT, SPC), Connectivity, Identify Stakeholders, Funding Requirements, Cost Benefits
  - Segmentation – Rural versus Urban Sections
  - Identify Barriers – Traditional TIP and SPIKE Inadequate Funding, Lack of Sponsorship
  - Develop Funding Sources – Not Looking for a Handout
    - Municipal Support, County Support and County Infrastructure Bank
  - Identify, Cultivate, Develop and Educate Sponsorship – Build an Alliance
  - Communicate, Communicate, Communicate
  - Advocate, Advocate, Advocate
- Results
  - The Vision – Port to Port Connection
  - Participative Funding Strategy
  - Complementary to the Region
  - Bipartisan Sponsorship
  - Municipal, County, State and Federal Levels

## Transportation

- Gateway 228 Corridor
  - BUILD Award 2018 - \$20M - \$61M Project
    - LOCAL CONTRIBUTIONS - \$3.5M
  - BUILD Award 2020 - \$25M - \$62M Project
    - LOCAL CONTRIBUTIONS - \$17M
- Highlights
  - \$30B GDP
  - \$200M Investment to Date
  - Excludes MSA Thruway
  - \$121M Required to Complete – Mars RR Bridge

Leslie Osche thanked PennDOT District 10. As indicated earlier we stand ready to help others with the strategy and whatever we need to do for the southwest region. Again the data that was prepared by SPC that we were able to use in our discussions with legislators on giving them an overall picture on the challenges in southwest PA is really important. She encouraged everyone to make sure that they get fully aware of that information and maybe Andy can send that back out. That's the information on the SPIKE funding. Importantly, the information that's contained in there prioritizes projects throughout the region. It talks about the economic impact of those projects.

Chairman Fitzgerald said congratulations and mentioned how important this 228 corridor is to not only Butler County, but Beaver, Armstrong, Allegheny, all of our friends. There's a lot of economic impact in that to be able to pull everybody together in all levels of government pulling together to get that approved.

*Questions/Comments:* None

9. Action on Resolution 13-20 to Amend the 2020-2022 Unified Planning Work Program (UPWP) to include the Brodhead Road Corridor Planning Study and the Port Authority of Allegheny County TOD Planning Pilot Program – Andy Waple

Andy said this action is to amend our Unified Planning Work Program to include these two studies. Federal guidance requires that any time federal funds are to be used for a planning study, they have to be included in that

MPO's Unified Planning Work Program. Beaver County was awarded \$250,000 of service transportation funds from the SPC Livability through Smart (SMART) Program.

The second study is a Pilot Program for Transit Oriented Development. It looks at building on the East Busway, Wilkinsburg Station area. The Port Authority of Allegheny County successfully secured discretionary FTA planning funds to conduct the study.

*Questions/Comments:*

Commissioner Kelleman, CEO of Port Authority, thanked SPC for their consideration on this item.

A motion was made to approve Resolution 13-20 by Commissioner Fred Junko, which was seconded by Lynn Heckman. The affirmative vote was unanimous.

10. Action on Resolution 14-20 to Approve Updated Federal CMAQ Performance Measures and CMAQ Performance Plan – Andy Waple

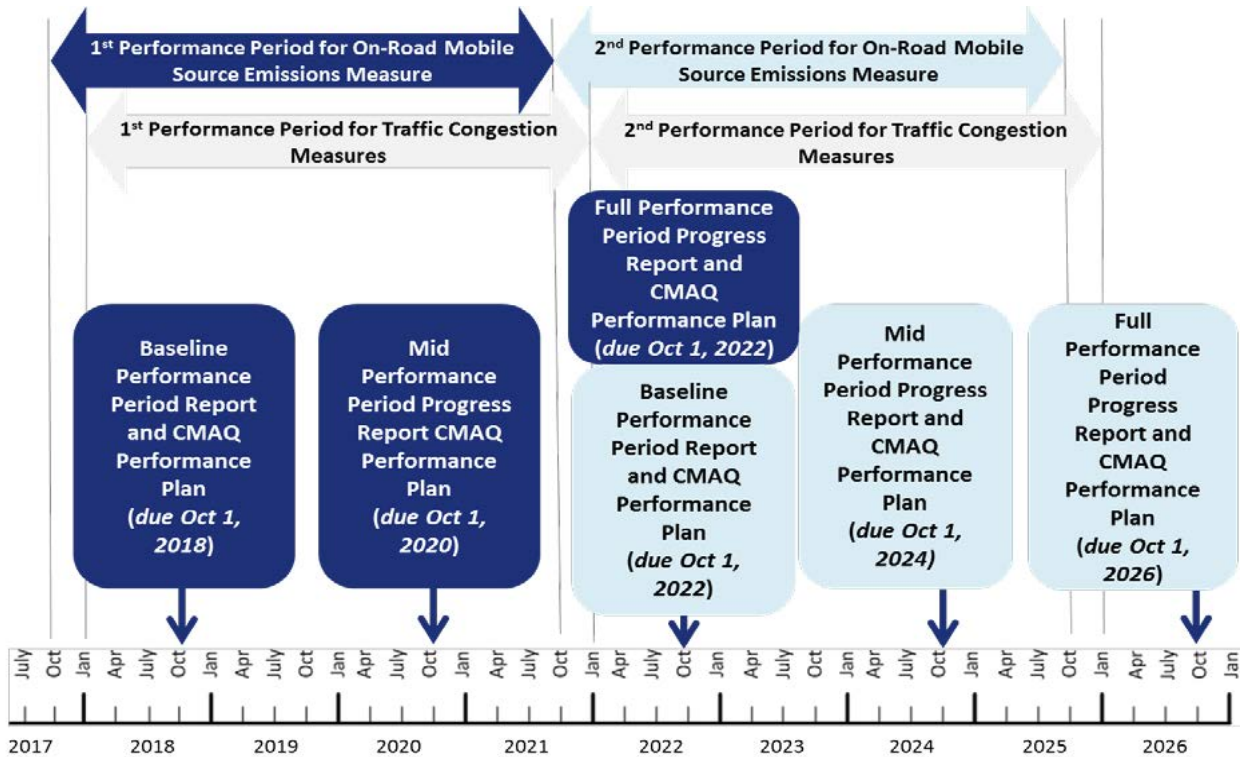
Andy reported that every two years we update our performance targets and the CMAQ Plan. There are three types of targets: Excess Peak Hour Delay, Percentage of Non-SOV Travel, and Total Emissions Reduction. In 2018 the Commission approved the baseline targets. Since then staff has been tracking the targets. The recommended changes are based on updated information that PennDOT had received from the Federal Highway Administration.

**CMAQ Performance Measures  
Mid-Term Update  
(Chuck Imbrogno, Data/Models Manager)**

**PM3 CMAQ Performance Measures**

Three performance measures defined in U.S.DOT Rulemakings

- Excess Peak Hour Delay Per Capita – (MPO Target)
- Percent of Non-SOV Travel – (MPO Target)
- Total Emissions Reduction – (MPO/State Target)
  
- Process Established in Federal Rules:
  - State DOTs / MPOs to Cooperatively
    - Calculate baseline performance
    - Set performance targets
    - Monitor / measure progress toward targets
    - Report to U.S.DOT at the State level of the MPO
    - Revise / update targets on regular schedule



- MPO CMAQ Performance Plans – Updated every 2 years
  - Plan Includes:
    - Baseline condition/performance for the three PM3 measures
    - 2 and 4 year targets for:
      - CMAQ traffic congestion measures.
      - CMAQ total emissions reduction measure.
  - Description of CMAQ funded projects (2017-2021) and how they contributed to emissions reduction targets

**Progress in Achieving Targets:**

PM3 Congestion Measure	2017 Baseline	2019 2-Yr Target	2019 Actual	2021 4-yr Target	Updated 2021 4-Yr Target
Pk Hr Excess Delay / Capita	11.1	N/A	10.1	11.8	11.8
Percent Non-SOV Travel	24.8%	24.6%	25.5%	24.4%	24.4%

Recommendation - No Changes in 4-year Targets

Andy said we will be revisiting this again in the next two years at the end of the 3-year performance period.

**Rationale for Updating Emissions Targets:**

- **PM10** - Original target was set assuming PM10 benefits of CMAQ projects across the entire SPC region. The target should only be for the actual nonattainment/maintenance area, which just includes Liberty/Clairton. No CMAQ projects are anticipated in this area over the 4-year performance period. The SPC and statewide targets will be adjusted to 0.
- **CO** - Original target was set assuming CO benefits of CMAQ projects across the entire SPC region. The target should only be for the actual nonattainment/maintenance area, which just includes the Pittsburgh central business district. MPO and statewide targets were updated to reflect historic and future projects anticipated in that area.
- **NOx, PM2.5** - Targets adjusted based on a review of past “carry-over” projects (that do not get counted in emission benefits) and anticipated new projects in the remaining 2-year TIP period.

**Progress in Achieving Targets:**

PM3 Emissions Measure (kg/day)	2019 2-Yr Reduction Target	2019 Actual Reductions	Original 2021 4-Yr Cumulative Target	Updated 2021 4-Yr Cumulative Target
VOC Emissions	58.06	66.76	107.00	107.00
NOx Emissions	256.11	152.55	464.77	250.00
PM2.5 Emissions	7.01	6.21	13.35	10.00
PM10 Emissions	9.54	0.00	17.47	0.00
CO Emissions	284.97	133.37	569.93	250.00

*Questions/Comments:*

Chairman Fitzgerald asked: What is the benefit of us reaching these targets or changing the targets on the financial end? Does it benefit the SPC region? How will that affect what we’re voting on today? Andy said regarding your first question about funding, if we leave our targets alone and revise them, we are potentially jeopardizing our CMAQ funds. It could also be taken into the hands of Central Office, I believe, to program for CMAQ projects. We don’t want to lose control at the local level. What we need to do at the local level to be more aggressive in achieving the targets is two things: First, we need to look at the areas of nonattainment and maintenance and really focus on those areas. We have a number of tools that we can utilize to assist us in that analysis. Secondly, we really need to focus on project deliverability. 2020 has really been a challenge with COVID-19 as you all know. PennDOT’s construction program was shut down for a couple of months and then

was opened up to a small percentage of the overall ongoing projects. So it was a case of a lot of the CMAQ projects got reprioritized to a lower level.

Chairman Fitzgerald said the County Health Department and DEP both show much better how realistic those targets are following the trends and how things are going particularly when it comes to the PM10. Along those lines in Oakland and downtown Pittsburgh how can this year's significant reduction in travel impact, assuming the targets will be easier to hit, that factor going forward. Andy said we don't have physical air quality monitors..We conduct air quality modeling when we solicit CMAQ projects from PennDOT, the city and the counties, etc. We collect the projects and we determine the air quality benefits using the model. The model project potential benefits to air quality that we can realize of each project and the project benefits are aggregated to determine the overall benefit and to set the performance targets.

Commissioner Sharrard said we're off track on VOC, what's the plan to get back on track and why is 2021 the higher? Andy said we are on track with VOC. That's the only one we are on track for. The numbers shown are cumulative reductions to each pollutant.

Commissioner Geyer asked do all states utilize the same air quality model that we do to measure their consistency. Andy said he couldn't speak for all states, but he could speak for the Commonwealth of Virginia as he spent 10 years there, and they do indeed use the same model.

A motion was made to approve Resolution 14-20 by Commissioner Kevin Boozel, which was seconded by Lynn Heckman. The affirmative vote was unanimous.

11. Committee Reports – None

12. Staff Report/Other Business/Announcements – Vincent Valdes

Vincent Valdes commented that earlier we saw presentations on Hyperloop and Broadband, and issues mentioned like regional conductivity at the airport, multimodal transportation, rail and river freight. As you can see there are a number of significant issues that we're leaning to address in our region. Change is your whole thing, so basically, if you're not leading change you're being led by it. A question to myself before coming to SPC, how can we change ourself? To figure out how to best present our services, how do we connect to our customers our clients our commissioners and how do we get results for the region? How do we organize our thinking around really important mobility and economic development needs? How do we setup a strategy to develop a work program for five years and help to disseminate some of the major issues we're facing now. How do we build connections across the state for transportation and economic development in communities that we serve? Our answer to my fellow board members for your consideration in all of these factors is that we really need to consider how SPC does its work. I've put together a starting framework to consider how to do that reassessment of SPC's work program.

### **SPC Organizational Assessment**

*“Serving People through Collaboration”*

### **SPC: Building on Organizational Change**

#### **Vision – Strategy – Partnerships - Action**

- **Provide a regional, partnership-based forum for transportation, economic development and infrastructure discussions and planning.**

In other words, how do we provide regional partnerships, develop a real forum for discussion of these very important topics? Earlier Mark Gordon talked about the importance of collaboration and partnerships and that's certainly part of how we build a vision.

- **Develop implementation strategies that ensure optimal use of resources, allocated by need and merit.**

And how do you develop a specific in-depth strategy to implement that and now provide across the region, rural or urban or suburban communities throughout the entire region so that we're all benefitting from the work of the SPC?

- **Create inclusive, equitable and long lasting partnerships to enhance community benefits, leading to...**

Again, we think about how we're serving the residents of this region. How we're serving the commissioners, all of you, and how we're making real compatible projects that can be included in real time to benefit all of you.

- **EFFECTIVE and IMPACTFUL projects.**

### **SPC: Strategic Focus Areas**

**Purpose:** To support sustainable, livable communities in Southwestern Pennsylvania through planning, economic initiatives and project implementation for the good of the region.

What I developed here is as a bullet form framework for thinking about the reassessment of SPCs work functions and work flow is a strategic framework is represented simply by this triangle. I tried to develop something that most people at a glance would understand and really grasp what it is I'm trying to get through. I've done this for two other organizations. I set up one at FTA focused on safety, the first in a federal program at the FTA in 25 years. So I have some experience in that. I'm really interested in taking advantage of the enthusiasm and the skill set that we have here at SPC so that I can then provide real value to all of our customers.

### **Transportation Programs & Projects / Regional Partnerships / Economic Development Regional Mobility / Infrastructure / Quality of Life**

What you see in that triangle is the kind of tools that we have that really kind of focus on the vision and the strategy. So we understand that we have the capability to tweak the transportation program and all the projects that come with that. We understand that we have responsibility for regional partnerships and how we can make that happen, again targeting back to what Mark Gordon mentioned. At the baseline of it, is economic development. There is not any way that you can develop the transportation program without consideration of economic development and vice versa. And I want that to become kind of a mantra of SPC. If you remember on the first page, I had an unofficial motto for SPC and that is "Serving People through Collaboration". Again, thinking about how we can develop ourselves and make development easier throughout the region.

### **SPC: Organizational Change Milestones**

Immediate

- Identify consultant support for change activity
- Create common understanding of the need for change
- Define the starting point. Where are we now?

We need to understand the need for change and we also need to understand very clearly what needs to be changed. Again, we're getting back to the idea that we need to be needing change and not be controlled by it. That's working with the Board, that's working with the Commissioners, that's working with all the regional partners to figure out the value added to SPC. We need to develop a strategic business plan for the agency as a whole – a specific performance plan for each of the offices here. We'll have an economic development plan, a transportation plan, and a communications plan for help communicating our results with our stakeholders. All

of that leading into a better service for the community. What are other MPOs around the country doing? Are they making duplications of similar work that we do here at the SPC? And how can we make sure that we're not duplicating work or doing things to us? These federal reviews from top to bottom, again I've conducted two others in my career at the FTA, one of the things that comes out of those top to bottom reviews is that there are no sacred cows. So, we consider everything. We think about how this organization has been setup. This way we are going to be updating the Board and Commission as planned out. What I'm trying to do at this point is figure out what the resources are going to be and figure out what kind of external support we need because we have been working with the networks with the tools for years. And finally, a good idea or best practice affect is take someone from the outside to look at your processes and your structure and really give you an objective view of what's going on within your own house. What I'd like to do, is develop this within the next couple of months and be able to come back with the Commission and the Board and present our progress that we're making and hopefully within the next six months have real substantive change that I can report to everyone for further discussion.

#### Near Term

- Interview staff for an assessment of baseline conditions
- Conduct a deep dive on SPC "business" processes
- Evaluate SPC's ability to effectively deliver product and services

#### Intermediate

- Plan specific change activities and timeframes
- Determine additional areas of responsibility for SPC (as needed)
- Change management implementation.

#### Long Term

- Evaluate the effectiveness of the changes made
- Rethink and modify measures undertaken
- Make the changes permanent **AND** make change permanent

#### *Questions/Comments:*

Chairman Fitzgerald said he thought it was a great idea for the Commission to really prioritize where we are and is looking forward to talking with you.

Next Meeting Date – December 14, 2020

13. New Business – None

14. Adjourn

Chairman Fitzgerald adjourned the meeting at 6:00 p.m.

Respectfully Submitted,

Leslie Osche  
Secretary-Treasurer



# Southwestern Pennsylvania Commission

Financial Statements  
and Required Supplementary and  
Supplementary Information

Year Ended June 30, 2020  
with Independent Auditor's Report



**MaherDuessel**

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# SOUTHWESTERN PENNSYLVANIA COMMISSION

YEAR ENDED JUNE 30, 2020

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# SOUTHWESTERN PENNSYLVANIA COMMISSION

YEAR ENDED JUNE 30, 2020

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## Independent Auditor's Report

**Executive Committee and  
Commissioners  
Southwestern Pennsylvania  
Commission**

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the governmental activities and each major fund of Southwestern Pennsylvania Commission (Commission) as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### ***Auditor's Responsibility***

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### *Opinions*

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and each major fund of the Commission as of June 30, 2020, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

### *Other Matters*

#### *Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages i through vi be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### *Other Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The supplementary information listed in the table of contents is presented for purposes of additional analysis and is not a required part of the basic financial statements. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and*

*Audit Requirements for Federal Awards*, and is also not a required part of the basic financial statements.

The supplementary information listed in the table of contents and the schedule of expenditures of federal awards are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information and the schedule of expenditures of federal awards are fairly stated in all material respects in relation to the basic financial statements as a whole.

We also have previously audited, in accordance with auditing standards generally accepted in the United States of America, the Commission's financial statements for the year ended June 30, 2019, which are not presented with the accompanying financial statements, and we expressed unmodified opinions on the respective financial statements of the governmental activities and each major fund. That audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements as a whole. The supplementary information listed in the table of contents for the year ended June 30, 2019 is presented for the purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the 2019 financial statements. The information has been subjected to the auditing procedures applied in the audit of those financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the 2019 supplementary information is fairly presented in all material respects in relation to the basic financial statements from which it has been derived.

#### **Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated December 7, 2020, on our consideration of the Commission's internal controls over financial reporting and on our tests of its compliance with certain provisions of laws, regulations,

contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Commission's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Commission's internal control over financial reporting and compliance.

### **Report on Summarized Comparative Information**

We have previously audited the Commission's 2019 financial statements, and we expressed unmodified audit opinions on those audited financial statements in our report dated December 2, 2019. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2019 is consistent, in all material respects, with the audited financial statements from which it was derived.

*Maher Duessel*

Pittsburgh, Pennsylvania  
December 7, 2020

# Southwestern Pennsylvania Commission (SPC)

## Management Discussion and Analysis (MD&A)

This Management Discussion and Analysis of the financial performance of the governmental activities is to provide a summary understanding and analysis of the basic financial statements for the fiscal year ending June 30, 2020. The following summary analysis should be used in conjunction with the included financial statements.

SPC is the designated Metropolitan Planning Organization (MPO), Local Development District (LDD), and Economic Development District (EDD) for Southwestern Pennsylvania. SPC is charged with developing the regional long range transportation plan and the comprehensive economic development strategy. SPC works with multiple planning partners at the federal, state, regional, and local levels on programs and projects that move the Regional Vision, Major Goals, and Strategies of the long range plan (LRP) forward. The region's current long range plan, *SmartMoves for Changing Region*, was adopted in June 2019. SPC's planning area encompasses the ten counties of Southwestern Pennsylvania. The planning process addresses surface transportation needs for roadways, bridges, and public transit; travel by automobile, truck, buses, trains, bicycle, or walking; issues with safety, accessibility, and mobility; and, access to work, school, shopping, recreation, and our homes.

This plan focuses on core transportation investments such as maintaining our current system; optimizing our system; investing in safety for all system users; and, providing equitable mobility options for all users through improvements in public transit and pedestrian/bicycle infrastructure. The plan describes the overall strategic Vision for the region's transportation system and also, as required by federal regulations, describes the specific projects and investments that can be advanced with revenues that are reasonably expected to be available during the life of the plan. This plan also includes a set of multimodal projects to modernize and expand our transportation system that are in various stages of the planning process.

The plan was developed through a robust and inclusive public process that included use of expert panels, commission members and community leaders in discussion of trends and forces of change affecting the region. SPC utilized expanded video production capabilities, online streaming and use of videos to support outreach and engagement and enhanced use of online surveys to gather input for various planning projects and studies. Ongoing improvements and enhancements of the agency's interactive web-based form provided additional access for the public to provide input to the transportation planning process. SPC used Planning and Environmental Linkage tools including its Regional Ecological Framework and a GIS-based Wetland Mitigation Tool to aid analysis of plans.

SPC continued LRP implementation through its support of committees, including Freight Forum, Active Transportation Forum, Regional Operations & Safety Forum, Transit Operators Committee and Transportation Technical Committee.

The federally mandated target setting process for the transportation performance measures, instituted in MAP-21, is being set in place by state DOTs and MPOs throughout the United States. SPC has been closely working with PennDOT and planning partners to comply with the target setting and performance measure implementation requirements.



SPC's Unified Planning Work Program (UPWP) identifies transportation planning priorities and activities that will be carried out each year, including the implementation of specific Strategies and Actions contained in this plan. Federal transportation legislation authorizes planning funds so that regional planning organizations are able to fulfill the federal planning requirements (23 U.S.C. 134 and 135, 49 U.S.C. 5303-5304, and 23 CFR part 450) and to conduct the regional transportation planning that advances local priorities set forth in the long range planning process. The tasks to update federally required planning and programming documents such as the TIP, the Congestion Management Process, the Human Services Coordinated Transportation Plan, and the region's Safety Action Plan and the Regional Operations Plan are identified. Also identified are the tasks to be undertaken and the partners needed to advance the implementation of specific Strategies and Actions depicted in previous sections of this plan. Example tasks to implement the Strategies could include initiatives such as creating holistic visions for corridors of regional significance; the development of a best practices resource center; development of a regional plan to tackle climate change; planning to revitalize communities throughout the region; conducting public outreach to raise awareness of the need for increased transportation funding and the public benefits therein; and the examination of how to increase coordination and linkages between regional transit providers. SPC continues broad collaboration and engagement conducted during this long range plan development process of the past year to develop the projects, programs, and initiatives that will be advanced across Southwestern Pennsylvania on an ongoing basis.

*SmartMoves for a Changing Region* contains Goals and Strategies for a wide breadth of community and economic development topics that are interrelated with the transportation system, as it directly supports and enables our communities and our economy to prosper. This plan continues to focus on core transportation investments such as maintaining our current system; optimizing our system through operational improvements; working toward Vision Zero by investing in safety for all system users; and providing equitable mobility options for all users through improvements in public transit and pedestrian and bicycle infrastructure.

SPC will begin to develop the region's next LRP, which is slated for adoption in June 2023. This plan will build on the strong foundation for performance based planning and programming and broad regional collaboration that was developed by *SmartMoves*. Plan implementation efforts will continue to advance the development of planning tools, data systems, and analytical and public processes that focus on transportation system performance, accessibility and mobility, equity, economic growth, community investment and sustainability for Southwestern Pennsylvania.

### **Planning Activities:**

**Research and Peer Review** – The development of the update to *SmartMoves for a Changing Region* will begin by conducting a peer review of other MPO long range plans and other current best practices in transportation planning. The region's planning directors could be used as a sounding board to review the current long range plan development process, as well as to review research and recommend a preferred approach to the next long range plan.

- **Outreach and Engagement** – SPC will utilize a multifaceted *outreach and engagement approach that generates interest, informs, and educates stakeholders and the public using a mix of traditional and modern communication tools that reach diverse audiences and help the public*

understand and connect with the elements of the LRP. This includes taking advantage of engagement opportunities at existing public events across diverse geographies and demographic groups and providing greater issue and topic education throughout the planning process.

- **Performance Measurement, Target Setting and Reporting** – The LRP will build on the foundation of performance-based planning and programming established in *SmartMoves* and will focus on continuing the implementation of PM1, PM2, PM3, and Transit federal performance metrics as well as exploring how these methodologies may be useful beyond the original Interstate and NHS applications. Over time and with the consistent application of planning resources these improved processes might be expected to facilitate better management practices and system performance results covering all segments of the region’s intermodal transportation system.
- **Investment Analysis and Financial Strategies** - A primary goal for the *SmartMoves* Investment Plan – matching available transportation revenues to transportation system needs – has been met in the near-term in the constrained project list. The project list reflects an investment mix that is carefully balanced; it reasonably supported performance targets across the complete range of plan investment categories. In the longer-term, and in future LRP updates however, the goal of matching revenues with needs has potentially far-reaching effects because the Investment Plan also identified an enormous revenue gap where available revenues cover only about 30%-40% of total transportation needs.

In the next LRP update, a comparison of alternative means to maximize mobility, livability, quality of life, and the movement of people and goods throughout the region will be used to maximize the region’s effectiveness in adapting to change. Through Strategies identified in *SmartMoves*, and work undertaken during this Work Program, staff will research and explore best practices that examine sustainable funding strategies - including an assessment of transportation needs, ongoing performance results, and a financial planning framework that provides a multifaceted and increasingly detailed view of the overall needs of the transportation system.

In early 2020, an outbreak of a novel strain of coronavirus was identified, and infections have been found in a number of countries around the world, including the United States. The coronavirus and its associated impacts on supply chains, travel, employee productivity, and other economic activities has had, and may continue to have, a material effect on financial markets and economic activity. The extent of the negative impact of the coronavirus on SPC’s operational and financial performance is currently uncertain and cannot be predicted and will depend on certain developments, including, among others, the duration and spread of the outbreak, its impact on the SPC’s funders, employees, and vendors, and governmental, regulatory, and other responses to the coronavirus.

## Single Audit Report Overview

- The Independent Auditor’s Report expresses an unmodified opinion on the accompanying financial statements.
- There were no identified deficiencies in internal control over financial reporting that were considered to be material weaknesses.
- SPC has complied in all material respects with the compliance requirements under OMB Uniform Guidance 2 CFR Part 200 that could have a direct and material effect on each of SPC’s major programs for the year ended June 30, 2020.
- There were no identified deficiencies in internal control over compliance as required under Title 2 U.S. Code of Federal Regulations, Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).
- No matters were reported related to the financial statements which are required to be reported in accordance with GAGAS.
- No matters were reported relating to findings and questioned costs for federal awards.
- Statement of Net Position – Total assets decreased \$571,871 mainly due to decreased revolving loan funds cash on hand which resulted from pay down of loan receivables and the issuance of new loans and an increase in accounts receivable due from funding agencies. Total Net Position for the years ending June 30, 2020 and 2019 was \$457,444.
- Statement of Activities - Total governmental activities expenses equal \$10,523,217 compared to \$11,256,729 as of June 30, 2019. The net decrease of \$733,512 is due mainly to an increase in the highway and transit planning activities and decrease in the economic planning and development program activities.
- Statement of Revenues, Expenditures, and Changes in Fund Balance - Governmental Funds reports a decrease in federal and state grant revenues and expenditures of \$748,121 compared to the prior year. The decrease is due mainly to an increase in the highway and transit planning activities and a decrease in the economic planning and development program activities.

**Basic Financial Statements** – SPC uses the accrual basis of accounting to record revenues when earned and expenses when incurred. The following brief summary financial information serves as the basis for analysis of SPC’s financial position.

- Statement of Net Position – this financial statement summarizes the overall SPC capital structure as to whether company assets were financed by incurring debt or equity. Increases or decreases in net assets and/or liabilities can be a useful indicator as to whether the financial position of SPC is improving or deteriorating. This statement also reflects the overall financial strength of SPC compared to the previous year.

<u>Governmental Activities</u>	<u>2020</u>	<u>2019</u>
<u>Assets</u>		
Total cash and cash equivalents	\$ 2,707,871	\$ 3,589,368
Accounts receivable	2,513,779	2,098,374
Prepaid expenses	220,596	199,887
Loans receivable	6,326,281	6,452,769
 Total Assets	 <u>11,768,527</u>	 <u>12,340,398</u>
<u>Liabilities</u>		
	<u>11,311,083</u>	<u>11,882,954</u>
<u>Net Position</u>		
	<u>\$ 457,444</u>	<u>\$ 457,444</u>

- **Statement of Activities** – this financial statement provides information on SPC’s programs by functions and the revenues generated or used to support program-related activities. This statement generally is a balanced statement for the Governmental Activities.

<u>Summary</u>	<u>Total Expenses</u>	<u>Operating Grants and Contributions</u>	<u>Governmental Activities</u>	<u>2019</u>
Total governmental activities	<u>\$ 10,523,217</u>	<u>\$ 8,321,967</u>	\$ (2,201,250)	\$ (2,186,641)
Total general revenues			<u>2,201,250</u>	<u>2,186,641</u>
<b>Change in Net Position</b>			-	-
Net position - beginning of year			<u>457,444</u>	<u>457,444</u>
Net position - end of year			<u>\$ 457,444</u>	<u>\$ 457,444</u>

**Balance Sheet – Governmental Funds** - the balance sheet reports information about SPC Governmental Funds activities and details changes in SPC’s financial position. This report includes all assets, liabilities, and unreserved fund balance as of June 30, 2020 and reports financial information for the Southwestern Pennsylvania Corporation General Fund as the administrative arm of SPC, and the Southwestern Pennsylvania Commission Special Revenue Fund, which receives federal and state grant funding to support its planning activities and which are transferred out to the General Fund to pay expenditures. The Special Revenue Fund maintains the SPC program grant advances received and restricted for program expenses. Accounts receivable reflect program grant funds due relating to the various planning and economic development programs undertaken by SPC.

**Statement of Revenues, Expenditures, and Changes in Fund Balance – Governmental Funds**

reports information on the accrual basis of accounting, which is most commonly found with a quasi- governmental entity. The overall financial health of SPC is a product of its ability to secure federal, state, local, and private financial assistance grants to move project studies forward. There was sufficient program funding to support program activities.

<u>Governmental Funds</u>	<u>2020</u>	<u>2019</u>
<b>Revenues:</b>		
Federal Grants	\$ 6,811,648	\$ 7,098,343
State Grants	1,510,319	1,971,745
Member Contributions	825,061	723,850
In-Kind Contributions	614,443	1,101,721
Contributions	696,898	319,483
Fees	64,848	41,587
Total Revenues	<u>10,523,217</u>	<u>11,256,729</u>
<b>Expenditures:</b>		
	<u>10,523,217</u>	<u>11,256,729</u>
<b>Net Change in Fund Balance</b>	<u>\$ -</u>	<u>\$ -</u>

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## STATEMENT OF NET POSITION

JUNE 30, 2020

(With Comparative Totals at June 30, 2019)

	Governmental Activities	2019
<b>Assets</b>		
<hr/>		
Cash and cash equivalents:		
Operating	\$ 199,563	\$ 108,865
Restricted	1,545,473	2,429,173
Revolving loan funds:		
Uncommitted	843,055	1,051,330
Committed	119,780	-
	<b>2,707,871</b>	<b>3,589,368</b>
Accounts receivable	2,513,779	2,098,374
Prepaid expenses	220,596	199,887
Loans receivable:		
Appalachian Regional Commission - RLF	1,889,819	1,966,495
Economic Development Administration - RLF	863,368	647,249
PIDA/SBF Loan Fund	3,573,094	3,839,025
	<b>11,768,527</b>	<b>12,340,398</b>
<b>Liabilities</b>		
<hr/>		
Accounts payable	1,214,187	1,286,260
Accrued salaries and fringe benefits	293,509	197,903
Grant advances	1,831,254	1,774,368
Unearned revenue	597,216	988,336
Notes payable - PIDA/SBF loan programs	3,573,094	3,839,025
Accrued liabilities	147,508	178,836
Unearned revenues of revolving loan funds	3,654,315	3,618,226
	<b>11,311,083</b>	<b>11,882,954</b>
<b>Net Position</b>		
<hr/>		
Unrestricted	457,444	457,444
	<b>\$ 457,444</b>	<b>\$ 457,444</b>

See accompanying notes to financial statements.

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## STATEMENT OF ACTIVITIES

YEAR ENDED JUNE 30, 2020

(With Comparative Totals for Year Ended June 30, 2019)

<u>Functions/Programs</u>	<u>Total Expenses</u>	Program Revenues		Net (Expense) Revenue and Changes in Net Position		<u>2019</u>
		Charges for Services	Operating Grants and Contributions	Governmental Activities	Total	
<b>Governmental Activities:</b>						
General	\$ 89,829	\$ -	\$ -	\$ (89,829)	\$ (89,829)	\$ (76,054)
Highway, transit planning	8,239,955	-	6,876,504	(1,363,451)	(1,363,451)	(1,106,724)
Local government and other programs	29,731	-	-	(29,731)	(29,731)	(121,431)
Special projects	135,575	-	-	(135,575)	(135,575)	-
Economic development programs/prep	2,028,127	-	1,445,463	(582,664)	(582,664)	(882,432)
<b>Total government activities</b>	<b><u>\$ 10,523,217</u></b>	<b><u>\$ -</u></b>	<b><u>\$ 8,321,967</u></b>	<b><u>(2,201,250)</u></b>	<b><u>(2,201,250)</u></b>	<b><u>(2,186,641)</u></b>
General revenues:						
Commission member contributions				825,061	825,061	723,850
Loan program fees				64,848	64,848	41,587
Contributions				696,898	696,898	319,483
In-kind contributions				614,443	614,443	1,101,721
Total general revenues				<u>2,201,250</u>	<u>2,201,250</u>	<u>2,186,641</u>
<b>Change in Net Position</b>				-	-	-
Net position - beginning of year				<u>457,444</u>	<u>457,444</u>	<u>457,444</u>
Net position - end of year				<u>\$ 457,444</u>	<u>\$ 457,444</u>	<u>\$ 457,444</u>

See accompanying notes to financial statements.

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## BALANCE SHEET GOVERNMENTAL FUNDS

JUNE 30, 2020  
(With Comparative Totals at June 30, 2019)

Assets	Southwestern Pennsylvania Corporation General Fund	Southwestern Pennsylvania Commission Special Revenue Fund	Total	2019
Cash and cash equivalents:				
Operating	\$ 199,563	\$ -	\$ 199,563	\$ 108,865
Restricted	49,660	1,495,813	1,545,473	2,429,173
Revolving loan funds:				
Uncommitted	843,055	-	843,055	1,051,330
Committed	119,780	-	119,780	-
Total cash and cash equivalents	1,212,058	1,495,813	2,707,871	3,589,368
Accounts receivable	1,075	2,512,704	2,513,779	2,098,374
Prepaid expenses	220,596	-	220,596	199,887
Loans receivable:				
Appalachian Regional Commission - RLF	1,889,819	-	1,889,819	1,966,495
Economic Development Administration - RLF	863,368	-	863,368	647,249
PIDA/SBF Loan Fund	3,573,094	-	3,573,094	3,839,025
Due from Commission	1,256,844	-	1,256,844	1,329,670
<b>Total Assets</b>	<b>\$ 9,016,854</b>	<b>\$ 4,008,517</b>	<b>\$ 13,025,371</b>	<b>\$ 13,670,068</b>
<b>Liabilities and Fund Balance</b>				
Liabilities:				
Accounts payable	\$ 1,214,187	\$ -	\$ 1,214,187	\$ 1,286,260
Accrued salaries and fringe benefits	293,509	-	293,509	197,903
Grant advances	125,000	1,706,254	1,831,254	1,774,368
Unearned revenue	154,095	443,121	597,216	988,336
Notes payable - PIDA/SBF loan program	3,573,094	-	3,573,094	3,839,025
Accrued liabilities	-	147,508	147,508	178,836
Unearned revenues - revolving loan funds	3,654,315	-	3,654,315	3,618,226
Due to Corporation	-	1,256,844	1,256,844	1,329,670
Total Liabilities	9,014,200	3,553,727	12,567,927	13,212,624
Fund Balance:				
Nonspendable:				
Prepaid items	220,596	-	220,596	199,887
Unassigned	(217,942)	-	(217,942)	(197,233)
Assigned - Commission Projects	-	454,790	454,790	454,790
Total Fund Balance	2,654	454,790	457,444	457,444
<b>Total Liabilities and Fund Balance</b>	<b>\$ 9,016,854</b>	<b>\$ 4,008,517</b>	<b>\$ 13,025,371</b>	<b>\$ 13,670,068</b>

See accompanying notes to financial statements.



## SOUTHWESTERN PENNSYLVANIA COMMISSION

### STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE GOVERNMENTAL FUNDS

YEAR ENDED JUNE 30, 2020

(With Comparative Totals for Year Ended June 30, 2019)

	Southwestern Pennsylvania Corporation	Southwestern Pennsylvania Commission	Total	2019
	General Fund	Special Revenue Fund		
<b>Revenues:</b>				
Federal grants	\$ -	\$ 6,811,648	\$ 6,811,648	\$ 7,098,343
State grants	-	1,510,319	1,510,319	1,971,745
SPC member contributions	-	825,061	825,061	723,850
In-kind service contributions	-	614,443	614,443	1,101,721
Contributions	212,676	484,222	696,898	319,483
Loan program fees	64,848	-	64,848	41,587
Total revenues	277,524	10,245,693	10,523,217	11,256,729
<b>Expenditures:</b>				
Salaries and employee benefits	5,174,029	-	5,174,029	4,980,811
Contractual	2,943,215	-	2,943,215	3,474,172
Printing and publications	26,640	-	26,640	30,282
Telephone	29,315	-	29,315	35,841
Postage	2,061	-	2,061	3,236
Supplies	164,053	-	164,053	150,749
In-kind services - match	614,443	-	614,443	1,101,721
Travel	71,424	-	71,424	102,664
Equipment and computer services	181,101	-	181,101	168,851
Temporary personnel	17,601	-	17,601	31,901
Books, dues, and subscriptions	356,847	-	356,847	300,589
Legal/audit	76,572	-	76,572	125,149
Rent	624,234	-	624,234	616,302
Insurance	44,129	-	44,129	42,932
Meetings	50,609	-	50,609	80,186
Executive search	135,575	-	135,575	-
Training and development	11,369	-	11,369	11,343
Total expenditures	10,523,217	-	10,523,217	11,256,729
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>(10,245,693)</b>	<b>10,245,693</b>	<b>-</b>	<b>-</b>
<b>Other Financing Sources (Uses):</b>				
Transfers in	10,578,457	332,764	10,911,221	11,838,822
Transfers out	(332,764)	(10,578,457)	(10,911,221)	(11,838,822)
Total other financing sources (uses)	10,245,693	(10,245,693)	-	-
<b>Net Change in Fund Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Fund Balance:</b>				
Beginning of year	2,654	454,790	457,444	457,444
End of year	\$ 2,654	\$ 454,790	\$ 457,444	\$ 457,444

See accompanying notes to financial statements.

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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### 1. Reporting Entity and Organization

#### Reporting Entity

The Southwestern Pennsylvania Commission (Commission) is a voluntary organization comprising the ten Counties of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland, as well as, the City of Pittsburgh. It was created under the Regional Planning Law, May 29, 1956, P.L. 1845, as amended, Section 3 of the Intergovernmental Cooperation Act, Number 180, July 12, 1972. The general purpose to be accomplished through the establishment of the Commission is to foster cooperative planning and coordinated effort among local government jurisdictions in southwestern Pennsylvania and to serve as a forum for the discussion of their common problems and aspirations. In keeping with this general purpose, the Commission maintains active programs of transportation planning and programming, economic development planning, and technical assistance to local governments.

The Commission consists of sixty-one voting individuals called Commissioners, which represent the Members of the Commission, the Pennsylvania Department of Transportation, the Governor's Office, the Pennsylvania Department of Community and Economic Development, the Port Authority of Allegheny County, and the Transit Operators Committee. The Commission is managed by Officers elected by the Board of Commissioners (Board).

The Commission has retained the Southwestern Pennsylvania Corporation (Corporation), a blended component unit, to conduct studies and render services and to perform its administrative functions. All administrative costs and the costs associated with studies or services provided by the Corporation on behalf of the Commission are allocated directly or by an indirect cost allocation plan. The activities of the Corporation are discussed below.

The Commission maintains an ongoing program of assistance to local governments. It is intended to help local elected officials improve management techniques and fiscal practices which will result in more efficient municipal operations. These intentions are accomplished by producing practical reference manuals, conducting workshops, and furnishing services directly to community officials on a selective basis.

As the designated Metropolitan Planning Organization, the Commission develops a comprehensive transportation plan and a transportation improvement program for the southwestern Pennsylvania area. The scope of the planning and programming process includes highways, bridges, transit, and airport system elements. Projects must originate in

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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the plan and be consistent with the program to qualify for federal funding. The Commission receives the majority of its funding from the Pennsylvania Department of Transportation as pass-through funds from the U.S. Department of Transportation.

The Commission contributes to the ongoing economic development effort in the region by sponsoring transportation-related economic impact studies, when warranted, and by providing technical support services to existing economic development agencies so that they can perform their roles more effectively.

The Commission is exempt from federal income tax as a governmental entity defined in Section 115(2) of the Code.

In accordance with accounting principles generally accepted in the United States of America the Commission is defined as a primary government. Consistent with applicable guidance, the criteria used by the Commission to evaluate the possible inclusion of related entities within its reporting entity are financial accountability and the nature and significance of the relationship. In determining financial accountability in a given situation, the Commission reviews the applicability of the following criteria:

The Commission is financially accountable for:

1. Organizations that make up the legal entity.
2. Legally separate organizations if the Commission appoints a voting majority of the organizations' governing body and the Commission is able to impose its will on the organization or if there is a potential for the organization to provide specific financial benefits to, or impose specific financial burdens on, the Commission.
  - a. Impose its Will - If the Commission can significantly influence the programs, projects, or activities of, or the level of services performed or provided by, the organization.
  - b. Financial Benefit or Burden - Exists if the Commission (1) is entitled to the organization's resources, (2) is legally obligated or has otherwise assumed the obligation to finance the deficits of, or provide support to, the organization, or (3) is obligated in some manner for the debt of the organization.

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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3. Organizations that are fiscally dependent on the Commission. Fiscal dependency is established if the organization is unable to adopt its budget, levy taxes, or set rates or charges, or issue bonded debt without approval by the Commission.

Following is a brief description of the component unit, the Southwestern Pennsylvania Corporation (Corporation), meeting the above criteria, which is included within the financial reporting entity as a blended presentation. The blended presentation is required when a component unit is so closely related to the primary government that it is, in substance, the same as the primary government, such as when the component unit's governing body is substantively the same as the governing body of the primary government or the component unit provides services entirely to, or almost entirely, or exclusively, or almost exclusively, indirectly benefits the primary government. The component unit of the Commission is reported as the General Fund and is presented as a blended component unit because the Commission appoints the voting majority of their Board, the Commission can impose its will on the component unit, and a financial benefit or burden exists.

The Corporation was incorporated on November 1, 2010, for civic, charitable, literary, and educational purposes. The Corporation provides services to the Commission, which includes conducting studies and performing administrative functions. The Corporation's members include the voting members of the Commission as described above. The Corporation is managed by directors elected by the members. These financial statements include the financial position and the results of operations of both the Commission and the Corporation, collectively referred to as SPC.

The Corporation is the administrator of the Local Development District serving the member counties. In that capacity, the Corporation offers an array of financial, marketing, and strategic support services directed toward businesses and municipalities including the Appalachian Regional Commission - Revolving Loan Fund (ARC/RLF), Economic Development Administration – Revolving Loan Fund (EDA/RLF), and the Small Business First Loan Fund (SBF). ARC/RLF, EDA/RLF and the SBF are programs to provide low-interest loans to small businesses to achieve economic benefits in the service area.

The Corporation has been determined to be exempt from federal income tax under the provisions of Section 501(c)(3) of the Internal Revenue Code (Code) and has further been classified as an organization which is not a private foundation in accordance with Section 509(a)(3) of the Code. Because the appointment of a controlling majority of the members of the Corporation's governing body consists of local government officials, the Corporation is considered a government organization for financial reporting purposes.

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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### 2. Summary of Significant Accounting Policies

#### Basis of Presentation

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the activities of SPC. For the most part, the effect of interfund activity has been removed from these statements. Governmental activities, which normally are supported by intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees and charges for support. SPC has no business-type activities.

The statement of net position presents the financial condition of the governmental activities of SPC as of year-end. All net position is considered unrestricted as of June 30, 2020, as there are no external restrictions on net position, or amounts invested in capital assets.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Other items not properly included among program revenues are reported instead as general revenues. Separate financial statements are provided for governmental funds.

#### Measurement Focus, Basis of Accounting, and Financial Statement Preparation

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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pay liabilities of the current period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

Grants and member contributions associated with the current fiscal period are all considered to be susceptible to accrual and so have been recognized as revenues of the current fiscal period. All other revenue items are considered to be measurable and available only when cash is received by the government.

The accounts of SPC are organized on the basis of funds, each of which is considered to be a separate accounting entity. The operations of each fund are accounted for by providing a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate.

SPC reports the following major governmental funds:

The General Fund is the Corporation's primary operating fund. It accounts for all financial resources of the Corporation. The Corporation is considered the administrative arm of the Commission and provides the Commission with personnel to work on Commission projects and pays bills on behalf of the Commission. The Commission in return reimburses the Corporation for the above services. This reimbursement is reflected as an operating transfer out on the Commission Special Revenue Fund and an operating transfer in on the Corporation General Fund.

The Commission Special Revenue Fund accounts for proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes.

### Receivables

Loans receivable are recorded at the time amounts are disbursed to the borrower. A loan is written off at the time the Corporation determines that a loan is not collectible and upon approval from the sponsoring agency.

### Prepaid

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements.

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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### Unearned Revenue

Unearned revenue consists of grant funds received prior to incurring eligible expenditures. In addition, interest earned and loan program fees on the revolving loan funds are unearned in accordance with grant provisions until needed.

### Capital Assets

Capital assets are defined by the government as assets with an initial, individual cost of more than \$5,000. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed and depreciated using the straight-line method over their estimated useful lives. Donated capital assets are recorded at estimated fair market value at the date of donation.

Equipment purchased under programs where the grantor retains title to the fixed asset is not capitalized. Instead, the cost of the equipment is charged to the program when purchased.

### Compensated Absences

It is SPC's policy to permit employees to accumulate earned but unused vacation and sick pay benefits. There is no liability for unpaid accumulated sick leave since SPC does not have a policy to pay any amounts when employees separate from service with the corporation. All vacation pay is accrued when earned in the government-wide financial statements. A liability for these amounts is reported in governmental funds when earned.

### Cash and Cash Equivalents

The Commission's cash and cash equivalents are considered to be cash on hand, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition.

### In-Kind Contributions

In-kind contributions include services provided by various organizations which are recorded at estimated value and board members' time which is recorded at predetermined rates applied on an hourly basis. The services are recognized when the in-kind support is characterized as integral to operations. Contributed support is recognized in the financial statements in accordance with Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform*

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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*Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance).*

### Use of Estimates in the Preparation of Financial Statements

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

### Fund Balance

In the fund financial statements, governmental funds report fund balance in categories based on the level of restriction placed upon the funds. These levels are as follows:

- Nonspendable – This category represents funds that are not in spendable form and includes such items as prepaid expenditures.
- Restricted – This category represents funds that are limited in use due to constraints on purpose and circumstances of spending that are legally enforceable by outside parties.
- Committed – This category represents funds that are limited in use due to constraints on purpose and circumstances of spending imposed by the board. Such commitment is made via a board resolution and must be made prior to the end of the fiscal year. Removal of this commitment requires a board resolution. SPC currently does not have any committed funds.
- Assigned – This category represents intentions of the board to use the funds for specific purposes. Such assignment is made by the Finance Director, but approval is obtained from the board for all such assignments.
- Unassigned – This category represents all other funds not otherwise defined.

SPC's policy is to use funds in the order of the most restrictive to the least restrictive.



# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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### Classification of Net Position

The government-wide and proprietary fund financial statements are required to classify net position into three components – net investment in capital assets; restricted; and unrestricted. These classifications are defined as follows:

- Net investment in capital assets – This component of net position consists of capital assets, net of accumulated depreciation, and reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.
- Restricted – This component of net position consists of constraints placed on assets through external restrictions, reduced by liabilities related to those assets.
- Unrestricted – This component of net position consists of assets that do not meet the definition of “restricted” or “net investment in capital assets.”

### Budgets and Budgetary Accounting

The General Fund and the Special Revenue Fund do not have legally adopted budgets that would require separate budgetary comparison schedules. Budgetary control for certain SPC programs is maintained through enforcement of the related grant provisions.

### Adopted Pronouncements

The requirements of the following Governmental Accounting Standards Board (GASB) statement was adopted for the financial statements:

GASB Statement No. 95, *“Postponement of the Effective Dates of Certain Authoritative Guidance,”* provides temporary relief to governments and other stakeholders in light of the COVID-19 pandemic.

This statement did not affect the financial statements of the Commission.

### Pending Pronouncements

GASB has issued statements that will become effective in future years, including Statement Nos. 84 (Fiduciary Activities), 87 (Leases), 89 (Accounting for Interest Cost), 90 (Majority Equity Interests), 91 (Conduit Debt Obligations), 92 (Omnibus 2020), 93 (Interbank Offered

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# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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Rates), 94 (Public-Private and Public-Public Partnerships), 96 (Information Technology Arrangements), and 97 (Deferred Compensation Plans). Management has not yet determined the impact of these statements on the financial statements.

### Subsequent Events

Subsequent events have been evaluated through the Independent Auditor's Report date, which is the date the financial statements were available to be issued.

### **3. Cash and Cash Equivalents**

Pennsylvania statutes provide for investment of governmental funds into certain authorized investment types including U.S. Treasury bills, other short-term U.S. and Pennsylvania government obligations, short-term commercial paper issued by a public corporation, banker's acceptances, insured or collateralized time deposits, and certificates of deposit. The statutes allow pooling of governmental funds for investment purposes.

The deposit and investment policy of SPC adheres to state statutes. Deposits are maintained in demand accounts. There were no deposit or investment transactions during the year that were in violation of either the state statutes or the policy of SPC.

As of year-end, SPC does not hold any investments; as such, the following is a description of SPC's deposit risk:

**Custodial Credit Risk** - Custodial credit risk is the risk that in the event of a bank failure, SPC's deposits may not be returned to it. SPC does not have a formal deposit policy for custodial credit risk. As of June 30, 2020, \$2,657,076 of SPC's bank balance of \$3,157,076 was exposed to custodial credit risk, which is collateralized in accordance with Act 72 of the Pennsylvania state legislature, which requires the institution to pool collateral for all governmental deposits and have the collateral held by an approved custodian in the institution's name. These deposits have a carrying amount of \$2,707,871 as of June 30, 2020, of which \$962,835 is reported as revolving loan funds in the statement of net position.

Committed revolving loan funds cash and cash equivalents represent amounts approved for loans under the ARC/RLF, EDA/RLF, or SBF but not yet disbursed to the borrower. There was \$119,780 of committed funds as of June 30, 2020. Uncommitted cash and cash

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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equivalents include approximately \$481,146 of net loan fees paid by borrowers and held for future administrative costs.

Restricted cash for the Corporation represents amounts contributed for specific purposes. Restricted cash for the Commission represents contributed or grant funding that has been deferred because it has not yet been spent for its intended purpose.

### 4. Pension Plan

SPC has a noncontributory, defined contribution pension plan (Plan) for all employees eligible to participate in the Plan. The contribution for the year ended June 30, 2020 was \$209,899. The Plan Trustee administrative fees were \$32,769. The funding policy is to contribute 7% of the employees' salaries plus a supplemental amount for employees in the Plan prior to 1985. All employees are 100% vested once three years of service are completed.

### 5. Accounts Receivable

Accounts receivable consist of the following:

Pennsylvania Department of Transportation	\$ 1,941,710
Pennsylvania Department of Community and Economic Development	492,688
Appalachian Regional Commission	37,865
Federal Transit Administration	19,399
Economic Development Administration	8,250
Indiana University of Pennsylvania	144
Other	13,723
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	\$ 2,513,779

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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### 6. Loans Receivable

Following is a roll forward of loans outstanding under the ARC/RLF, EDA/RLF, and PIDA/SBF for the year ended June 30, 2020:

	ARC/RLF	EDA/RLF	PIDA/SBF
Balance at June 30, 2019	\$ 1,966,495	\$ 647,249	\$ 3,839,025
Add back monies in escrow at June 30, 2019	-	-	-
Less monies in escrow at June 30, 2020	-	-	-
Loans issued	201,780	500,000	200,000
Payments received	(278,456)	(283,881)	(465,931)
Loans written off	-	-	-
Balance at June 30, 2020	<u>\$ 1,889,819</u>	<u>\$ 863,368</u>	<u>\$ 3,573,094</u>
Number of loans outstanding	<u>19</u>	<u>11</u>	<u>32</u>

The above loans bear interest at rates ranging from 2.75% to 4.0% per annum. The outstanding loan balances range in amounts from \$6,302 to \$244,824 and mature through 2030.

Loans receivable - ARC/RLF consist of the outstanding balance of notes assigned to the Corporation via a Novation of the Pennsylvania Enterprise Development Revolving Loan Fund grant (ARC Contract No. 80-232), which was entered into between and among the Corporation, the Commonwealth of Pennsylvania, and the Appalachian Regional Commission on October 1, 1992, plus amounts disbursed for subsequent loans. The Corporation's obligation under these loans is to issue the loans under ARC/RLF guidelines, process payments, and employ valid collection efforts. If ARC/RLF loans are administered under the above guidelines, the Corporation will be relieved of any liability from delinquent loans by ARC.

Loans receivable - EDA/RLF consist of outstanding loan balances awarded to borrowers via a federal grant from the U.S. Department of Commerce – Economic Development Administration to the Corporation via grant award number 01-39-03634, amended, the purpose of which is to provide a revolving loan fund to assist in the retention, expansion, and inception of small business in the southwestern Pennsylvania region. The Corporation's obligation under this grant award is to issue loans in accordance with EDA/RLF guidelines, process payments, and employ valid loan collection efforts. If the EDA/RLF loans are administered under the above guidelines, the Corporation will be relieved of any obligation for delinquent loans.

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# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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Loans receivable – PIDA/SBF consist of the outstanding balance of notes assigned to the Corporation on July 1, 1992, via an assignment of notes receivable agreement plus disbursements for subsequent loans less repayments. A new Master Loan Agreement for PIDA/SBF was entered into between SPC and Commonwealth of Pennsylvania Department of Community and Economic Development. This agreement is effective July 1, 2005. The Corporation's obligations under these loans are limited to administering the loans and to the assignment of collateral from the borrower. Principal and interest payments for the loans are made by the borrowers, on behalf of the Corporation, directly to the Commonwealth of Pennsylvania Department of Community and Economic Development.

### **7. Notes Payable – PIDA/SBF Loan Program**

Notes payable – PIDA/SBF Loan Program consists of promissory notes between the Corporation and the Commonwealth of Pennsylvania Department of Community and Economic Development. This balance includes an assignment of notes receivable agreement plus notes for subsequent loans less repayments. Any difference between the loans receivable and notes payable arise due to cash on hand for loans approved but not yet disbursed at June 30, 2020.

### **8. Contingencies**

SPC receives significant financial assistance from federal and state governmental agencies in the form of grants. The disbursement of such funds generally requires compliance with contract requirements and is subject to audit. Any disallowed costs that may arise, resulting from such audits, could become a liability of SPC. Management expects no disallowed costs at this time.

SPC is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; and natural disasters. SPC maintains insurance through an independent insurance carrier for these types of business losses. Settled claims for these risks have not exceeded commercial insurance coverage for the past three years. There have been no significant changes in insurance coverage since the prior fiscal year. Management believes the insurance coverage is sufficient to cover SPC against potential losses.

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2020

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### 9. Operating Leases

SPC currently leases approximately 28,392 square feet of office space.

The following is a schedule, by years, of future minimum rental payments required under this operating lease that has initial or remaining non-cancelable lease terms in excess of one year as of June 30, 2020:

Year Ending June 30,	Amount
2021	\$ 606,288
2022	613,386
2023	<u>360,221</u>
Total minimum payments required	<u>\$ 1,579,895</u>

Lease payments for the year ended June 30, 2020 were \$616,121.

### 10. COVID-19

In early 2020, an outbreak of a novel strain of coronavirus was identified, and infections have been found in a number of countries around the world, including the United States. The coronavirus and its associated impacts on supply chains, travel, employee productivity, and other economic activities has had, and may continue to have, a material effect on financial markets and economic activity. The extent of the negative impact of the coronavirus on the Commission's operational and financial performance is currently uncertain and cannot be predicted and will depend on certain developments, including, among others, the duration and spread of the outbreak, its impact on the Commission's funders, employees, and vendors, and governmental, regulatory, and other responses to the coronavirus.

## **SUPPLEMENTARY INFORMATION**

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## STATEMENT OF CHANGES IN UNEARNED REVENUES OF REVOLVING LOAN FUNDS

JUNE 30, 2020

(With Comparative Totals at June 30, 2019)

	Revolving Loan Funds					2019
	Appalachian Regional Commission	Small Business First Loan Fund	Economic Development Administration	Other	Total	
<b>Increases:</b>						
Interest income	\$ 51	\$ -	\$ 41	\$ -	\$ 92	\$ 97
Loan interest	46,456	-	25,282	-	71,738	61,101
Incentive payment	-	4,118	-	-	4,118	3,311
Excess funds returned by ARC	-	-	-	-	-	233,073
Fees	7,207	9,862	8,420	-	25,489	35,986
Total increases	53,714	13,980	33,743	-	101,437	333,568
<b>Decreases:</b>						
Refund application/admin fees	-	500	-	-	500	4,251
Fee sharing	-	-	-	-	-	3,250
Loan fees used	5,742	57,192	1,914	-	64,848	38,337
Total decreases	5,742	57,692	1,914	-	65,348	45,838
<b>Net Increase (Decrease)</b>	47,972	(43,712)	31,829	-	36,089	287,730
Transfers in (out)	-	-	-	-	-	-
<b>Unearned Revenues:</b>						
Beginning of year	2,261,840	339,168	1,017,218	-	3,618,226	3,330,496
End of year	\$ 2,309,812	\$ 295,456	\$ 1,049,047	\$ -	\$ 3,654,315	\$ 3,618,226



# SOUTHWESTERN PENNSYLVANIA COMMISSION

## DETAILS OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE GENERAL FUNDS

YEAR ENDED JUNE 30, 2020  
(With Comparative Totals for Year Ended June 30, 2019)

	Corporation General Expenses	Commission General Expenses	2020	2019
<b>Revenues:</b>				
Commission member contributions	\$ -	\$ 21,758	\$ 21,758	\$ 11,380
Contributions	67,021	-	67,021	64,674
Loan Fees	1,050	-	1,050	-
Total revenues	68,071	21,758	89,829	76,054
<b>Expenditures:</b>				
Staff and employee benefits	-	-	-	-
Contractual	60,821	-	60,821	60,932
Printing and reproduction	-	-	-	-
Postage	-	-	-	-
Supplies	-	-	-	-
Travel	-	-	-	230
Meetings	6,200	21,758	27,958	11,635
Communications	-	-	-	2,957
Books/dues/subscriptions	-	-	-	-
Legal/audit	1,050	-	1,050	300
Unallocated indirect expenses	-	-	-	-
Indirect	-	-	-	-
Total expenditures	68,071	21,758	89,829	76,054
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	-	-	-	-
Fund Balance - Beginning of Year	2,654	454,790	457,444	457,444
Fund Balance - End of Year	\$ 2,654	\$ 454,790	\$ 457,444	\$ 457,444

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## UNIFIED PLANNING WORK PROGRAM 2018 - 2020 PROGRAM YEAR

### DETAILS OF EXPENDITURES BY ACTIVITY CLASSIFICATION

YEAR ENDED JUNE 30, 2020

(With Comparative Totals for Year Ended June 30, 2019)

	Funding Source						2020	2019	TOTAL
	FHWA	FTA	PennDot	Local	Other (In-Kind)	Cash Match			
<b>Transportation Program Development:</b>									
Long Range Plan Implementation	\$ 493,627	\$ 120,914	\$ 56,017	\$ 36,721	\$ 60,898	\$ -	\$ 768,177	\$ 755,693	\$ 1,523,870
TIP Development & Management	404,863	-	23,866	7,954	69,395	-	506,078	414,966	921,044
Total transportation program development	898,490	120,914	79,883	44,675	130,293	-	1,274,255	1,170,659	2,444,914
<b>Multimodal Transportation Planning:</b>									
Multimodal Transportation Planning	247,416	486,197	23,314	102,469	57,620	-	917,016	927,967	1,844,983
Regional Freight Planning	113,416	-	14,177	6,539	7,638	-	141,770	155,425	297,195
Port Authority planning program	-	184,000	-	-	46,000	-	230,000	230,000	460,000
Regional TDM Strategic Action Plan	53,690	-	-	-	-	-	53,690	137,300	190,990
SR 885/Second Ave Multimodal	90,703	-	22,675	-	-	-	113,378	168,508	281,886
SmartMoves Regional Mobility Plan	-	118,516	14,814	14,814	-	-	148,144	-	148,144
Hyperloop Planning Activities	57,770	-	-	14,443	-	-	72,213	-	72,213
Total multimodal transportation planning	562,995	788,713	74,980	138,265	111,258	-	1,676,211	1,619,200	3,295,411
<b>Transportation Operations and Safety:</b>									
Transportation Operations and Congestion management	216,659	-	14,190	4,731	35,244	-	270,824	266,443	537,267
Transportation Safety Planning	212,153	-	24,946	8,316	19,777	-	265,192	282,444	547,636
ITS planning and implementation	76,987	-	11,964	3,988	3,295	-	96,234	89,346	185,580
SR 28 to I-80 Regional Corridor Study	199,929	-	49,982	-	-	-	249,911	-	249,911
Regional Traffic Signal Program	120,882	-	16,701	5,568	7,952	-	151,103	132,377	283,480
Total transportation operations and safety	826,610	-	117,783	22,603	66,268	-	1,033,264	770,610	1,803,874
<b>Data Systems and Modeling:</b>									
Geographic Information Systems	263,622	65,906	32,953	49,429	-	-	411,910	341,727	753,637
Regional Data and Graphics Clearinghouse	306,708	-	38,338	38,339	-	-	383,385	229,884	613,269
Air Quality Modeling	219,362	-	41,130	13,711	-	-	274,203	260,812	535,015
Land use models and regional forecasts	166,047	41,511	31,134	20,755	-	-	259,447	256,783	516,230
Transportation models	183,156	45,788	34,342	22,893	-	-	286,179	282,780	568,959
Traffic Forecasts and Needs Reports	-	-	76,015	-	-	-	76,015	54,646	130,661
Highway performance monitoring - traffic count program	139,201	-	95,716	-	-	-	234,917	219,207	454,124
Highway performance monitoring - inventory	72,796	-	60,306	-	-	-	133,102	120,228	253,330
Highway performance monitoring - Lawrence County	15,000	-	-	-	3,750	-	18,750	18,750	37,500
Total data systems and modeling	1,365,892	153,205	409,934	145,127	3,750	-	2,077,908	1,784,817	3,862,725
<b>Outreach and Coordination:</b>									
UPWP administration	103,393	-	19,388	6,463	-	-	129,244	126,111	255,355
General support services	239,389	-	29,924	29,923	-	-	299,236	320,730	619,966
Member planning agency participation	199,486	-	-	-	49,872	-	249,358	250,450	499,808
Public participation / communications program	155,264	-	10,814	10,815	17,188	-	194,081	178,731	372,812
Local Technical Assistance Program	56,070	-	-	-	-	-	56,070	41,607	97,677
Total outreach and coordination	753,602	-	60,126	47,201	67,060	-	927,989	917,629	1,845,618
<b>sub-total</b>	<b>4,407,589</b>	<b>1,062,832</b>	<b>742,706</b>	<b>397,871</b>	<b>378,629</b>	<b>-</b>	<b>6,989,627</b>	<b>6,262,915</b>	<b>13,252,542</b>

(Continued)

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## UNIFIED PLANNING WORK PROGRAM 2018 - 2020 PROGRAM YEAR

### DETAILS OF EXPENDITURES BY ACTIVITY CLASSIFICATION

YEAR ENDED JUNE 30, 2020

(With Comparative Totals for Year Ended June 30, 2019)

	Funding Source						2020	2019	TOTAL
	FHWA	FTA	PennDot	Local	Other (In-Kind)	Cash Match			
<b>Regional Traffic Signal Program: Cycle 3 Projects</b>									
City of Butler/Butler Twp SINC UP	14,122	-	-	-	-	131,073	145,195	30,129	175,324
Slippery Rock Borough SINC UP	255	-	-	-	-	14,920	15,175	11,536	26,711
Cranberry SINC	2	-	-	-	-	1	3	-	3
Cranberry Twp/Adams Twp/Seven Fields SINC UP	11,073	-	-	-	-	35,957	47,030	36,461	83,491
Cranberry Twp/Marshall SINC	5,768	-	-	-	-	7,824	13,592	13,938	27,530
Ellwood City SINC UP	11,661	-	-	-	-	24,582	36,243	15,525	51,768
Ambridge Borough SINC UP	2,254	-	-	-	-	25,366	27,620	2,930	30,550
Brentwood Borough SINC UP	423	-	-	-	-	40,610	41,033	2,563	43,596
Greentree Borough SINC UP	39,635	-	-	-	-	75,698	115,333	4,710	120,043
Bethel Park/USC McMurray Road SINC UP	2,522	-	-	-	-	1,329	3,851	8,033	11,884
McKeesport SR 148 SINC UP	5,437	-	-	-	-	17,551	22,988	12,016	35,004
Midland Borough SR 68/168 SINC UP	12,567	-	-	-	-	72,796	85,363	12,280	97,643
City of Pittsburgh Liberty Ave	23,135	-	-	-	-	5,783	28,918	80,478	109,396
City of Washington SINC UP	-	-	-	-	-	-	-	18,407	18,407
North Huntingdon Township SINC UP	-	-	-	-	-	-	-	122,235	122,235
<b>Total regional traffic signal program: Cycle 3 projects</b>	<b>128,854</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>453,490</b>	<b>582,344</b>	<b>371,241</b>	<b>953,585</b>
<b>Total UPWP program</b>	<b>\$ 4,536,443</b>	<b>\$ 1,062,832</b>	<b>\$ 742,706</b>	<b>\$ 397,871</b>	<b>\$ 378,629</b>	<b>\$ 453,490</b>	<b>\$ 7,571,971</b>	<b>\$ 6,634,156</b>	<b>\$ 14,206,127</b>

(Concluded)

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## PENNSYLVANIA TURNPIKE COMMISSION

### CUMULATIVE REVENUES, EXPENDITURES, AND COMPUTATION OF PROJECT GRANTS ON CURRENT PROJECTS

YEAR ENDED JUNE 30, 2020

(With Comparative Totals for Year Ended June 30, 2019)

	Turnpike			Southern Beltway	June 30, 2020		June 30, 2019	
	Contract No. 6105-86-019, 00-28-0019, 8130-28-019, 6114-89-125, and 89-014-G125 1986-2014	Contract No. 00-28-0019 and 89-014-G125 2014-2016	Project Total	Contract No. 8130-29-019, 6114-89-125, 00-29-0019, 89-014-G125 and 4400001154 Total	Current Year Total	Cumulative Total	Total	Cumulative Total
<b>Revenues:</b>								
State grants	\$ 1,327,848	\$ -	\$ 1,327,848	\$ 244,507	\$ -	\$ 1,572,355	\$ -	\$ 1,572,355
<b>Expenditures:</b>								
Salaries and employee benefits	\$ 797,559	\$ -	\$ 797,559	\$ 129,634	\$ -	\$ 927,193	\$ -	\$ 927,193
Consultants	65,724	-	65,724	54,054	-	119,778	-	119,778
Printing and publications	5,617	-	5,617	2,746	-	8,363	-	8,363
Telephone	5	-	5	-	-	5	-	5
Postage	389	-	389	25	-	414	-	414
Supplies	379	-	379	260	-	639	-	639
Travel and meetings	8,471	-	8,471	1,351	-	9,822	-	9,822
Equipment and computer services	103,459	-	103,459	-	-	103,459	-	103,459
Temporary personnel	2,616	-	2,616	-	-	2,616	-	2,616
Books, dues, and subscriptions	16	-	16	11	-	27	-	27
Legal/audit	63	-	63	-	-	63	-	63
Indirect costs	343,550	-	343,550	56,426	-	399,976	-	399,976
<b>Total expenditures</b>	<b>\$ 1,327,848</b>	<b>\$ -</b>	<b>\$ 1,327,848</b>	<b>\$ 244,507</b>	<b>\$ -</b>	<b>\$ 1,572,355</b>	<b>\$ -</b>	<b>\$ 1,572,355</b>
			State participation in project costs		100%	\$ 1,700,000	100%	\$ 1,700,000
			State grant allowed is 100% of expenditures		\$ -	\$ 1,572,355	\$ -	\$ 1,572,355
			Less grant payments		-	(1,572,355)	-	(1,572,355)
			Receivable at June 30		\$ -	\$ -	\$ -	\$ -

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## ECONOMIC DEVELOPMENT PROGRAMS

### COMBINING STATEMENT OF REVENUES AND EXPENDITURES BY PROGRAM

YEAR ENDED JUNE 30, 2020

(With Comparative Totals for Year Ended June 30, 2019)

	<u>Appalachian Regional Commission</u>				<u>U.S. DoD - Defense Logistics Agency</u> <u>IUP Research Subaward</u>				2020 Page Subtotal
	Planning and Administration 302 (a)				Procurement Technical Assistance				
	PA-0708E-C27-R1-19			PA-0708E-C28-R1-20	SP4800-18-2-1835			SP4800-19-2-1935	
	Jan 1, 2019 to June 30, 2019	5101 July 1, 2019 to Dec 31, 2019	Total	3101 Jan 1, 2020 to June 30, 2020	5901 Sept 1, 2018 to June 30, 2019	5901 July 1, 2019 to August 31, 2019	Total	3901 Sept 1, 2019 to June 30, 2020	
<b>Revenues:</b>									
Federal grants	\$ 54,164	\$ 38,374	\$ 92,537	\$ 44,698	\$ 64,229	\$ 13,200	\$ 77,429	\$ 55,765	\$ 152,037
State grants	-	-	-	-	-	-	-	-	-
SPC member contributions	37,072	24,755	61,828	29,684	-	-	-	-	54,439
In-kind contributions	13,617	11,383	25,000	1,594	-	-	-	-	12,977
Contributions	4,480	4,480	8,960	5,600	-	-	-	-	10,080
Loan program fees	-	-	-	-	-	-	-	-	-
Interest income and other	-	-	-	-	-	-	-	-	-
Total revenues	109,333	78,992	188,325	81,576	64,229	13,200	77,429	55,765	229,533
<b>Expenditures:</b>									
Salaries and employee benefits	54,849	39,379	94,228	46,130	34,950	7,898	42,848	28,234	121,641
Contractual	-	-	-	-	-	-	-	-	-
Printing and publications	10	16	26	-	66	5	71	28	49
Telephone	-	-	-	-	-	-	-	-	-
Postage	-	-	-	-	-	-	-	-	-
Supplies	-	213	213	-	-	-	-	123	336
In-kind services - match	13,617	11,383	25,000	1,594	-	-	-	-	12,977
Travel	4,024	1,513	5,537	1,778	3,376	209	3,585	2,855	6,355
Meetings	-	200	200	-	-	-	-	150	350
Communications	-	-	-	-	-	-	-	-	-
Equipment and computer services	-	-	-	-	-	-	-	-	-
Books, dues, and subscriptions	6,225	6,475	12,700	7,875	7,294	1,289	8,583	10,020	25,659
Temp personnel	-	-	-	-	-	-	-	-	-
Legal/audit	-	1,783	1,783	-	626	-	626	864	2,647
Education	-	-	-	-	-	-	-	-	-
Indirect costs	30,608	18,030	48,638	24,199	17,917	3,799	21,716	13,491	59,519
Total expenditures	109,333	78,992	188,325	81,576	64,229	13,200	77,429	55,765	229,533
<b>Excess (Deficiency) Revenues Over Expenditures</b>	-	-	-	-	-	-	-	-	-
<b>Other Financing Source:</b>									
Operating transfer in	-	-	-	-	-	-	-	-	-
<b>Net Change in Fund Balance</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

(Continued)

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## ECONOMIC DEVELOPMENT PROGRAMS

### COMBINING STATEMENT OF REVENUES AND EXPENDITURES BY PROGRAM

YEAR ENDED JUNE 30, 2020

(With Comparative Totals for Year Ended June 30, 2019)

(Continued)

	PA DCED Regional Export Network C000070926 July 1, 2019 to June 30, 2020	PA DCED ENGAGE! Program C000068411 July 1, 2019 to June 30, 2020	PA DCED Keystone Communities Phase I C000065637 July 1, 2019 to June 30, 2020	PA DCED Keystone Communities Phase II C000065639 July 1, 2019 to June 30, 2020	Appalachian Regional Planning 3221			2020 Page Subtotal
					PW-18714-IM-17			
					Oct 1, 2016 to June 30, 2019	July 1, 2019 to June 30, 2020	Total	
<b>Revenues:</b>								
Federal grants	\$ -	\$ -	\$ -	\$ -	\$ 645,957	\$ 69,445	\$ 715,402	\$ 69,445
State grants	106,421	116,582	16,995	39,940	-	-	-	279,938
SPC member contributions	-	-	-	-	-	-	-	-
In-kind contributions	-	-	-	-	1,086,108	64,784	1,150,892	64,784
Contributions	-	-	-	-	-	-	-	-
Loan program fees	-	-	-	-	-	-	-	-
Interest income and other	-	-	-	-	-	2,271	2,271	2,271
<b>Total revenues</b>	<b>106,421</b>	<b>116,582</b>	<b>16,995</b>	<b>39,940</b>	<b>1,732,065</b>	<b>136,500</b>	<b>1,868,565</b>	<b>416,438</b>
<b>Expenditures:</b>								
Salaries and employee benefits	61,465	10,840	-	4,186	58,193	4,637	62,830	81,128
Contractual	-	100,342	13,245	31,492	550,000	64,808	614,808	209,887
Printing and publications	22	-	-	-	-	-	-	22
Telephone	-	-	-	-	-	-	-	-
Postage	-	-	-	-	-	-	-	-
Supplies	-	-	-	-	-	-	-	-
In-kind services - match	-	-	-	-	1,086,108	64,784	1,150,892	64,784
Travel	1,799	-	-	-	2,524	-	2,524	1,799
Meetings	5,796	20	-	72	-	-	-	5,888
Communications	4,692	-	-	-	2,840	-	2,840	4,692
Equipment and computer services	-	-	-	-	-	-	-	-
Books, dues, and subscriptions	-	-	-	-	-	-	-	-
Temp personnel	-	-	-	-	-	-	-	-
Legal/audit	-	-	3,750	2,150	-	-	-	5,900
Education	-	-	-	-	500	-	500	-
Indirect costs	32,647	5,380	-	2,040	31,900	2,271	34,171	42,338
<b>Total expenditures</b>	<b>106,421</b>	<b>116,582</b>	<b>16,995</b>	<b>39,940</b>	<b>1,732,065</b>	<b>136,500</b>	<b>1,868,565</b>	<b>416,438</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Financing Source:</b>								
Operating transfer in	-	-	-	-	-	-	-	-
<b>Net Change in Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>

(Continued)

**SOUTHWESTERN PENNSYLVANIA COMMISSION**

ECONOMIC DEVELOPMENT PROGRAMS

COMBINING STATEMENT OF REVENUES AND EXPENDITURES BY PROGRAM

YEAR ENDED JUNE 30, 2020

(With Comparative Totals for Year Ended June 30, 2019)

(Continued)

	Partnerships for Regional Economic Performance (PREP) Program						Partnerships for Regional Economic Performance (PREP) Program						2020 Page Subtotal	2020 Total	2019 Total	
	Economic Development Administration 301(b) EDA	PADCED	Local	Loan Program	Fees	Total	ARC 302 (b) PREP	PADCED	Local	Loan Program	Fees	Total				
		ARC 302 (b) PREP	PREP	Match				Match	Match							
ED19PHI3020068(Yr1) July 1, 2019 to June 30, 2020	PA-11055-C27-302-19 July 1, 2019 to June 30, 2020	C000072664 July 1, 2019 to June 30, 2020	July 1, 2019 to June 30, 2020	July 1, 2019 to June 30, 2020		PA-11055-C26-302-18 July 1, 2018 to June 30, 2019	C000070279 July 1, 2018 to June 30, 2019	July 1, 2018 to June 30, 2019	July 1, 2018 to June 30, 2019							
<b>Revenues:</b>																
Federal grants	\$ 60,748	\$ 395,620	\$ -	\$ -	\$ -	\$ 395,620	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 456,368	\$ 677,850	\$ 880,054
State grants	-	-	487,675	-	-	487,675	-	-	-	-	-	-	-	487,675	767,613	1,312,690
SPC member contributions	40,354	-	-	373	-	373	-	-	-	-	-	-	-	40,727	95,166	111,644
In-kind contributions	23,321	-	-	-	-	-	-	-	-	-	-	-	-	23,321	101,082	477,523
Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10,080	8,960
Loan program fees	-	-	-	-	63,798	63,798	-	-	-	-	-	-	-	63,798	63,798	41,587
Interest income and other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,271	5,000
Total revenues	124,423	395,620	487,675	373	63,798	947,466	-	-	-	-	-	-	-	1,071,889	1,717,860	2,837,458
<b>Expenditures:</b>																
Salaries and employee benefits	66,580	228,935	191,320	373	36,484	457,112	-	-	-	-	-	-	-	523,692	726,461	785,452
Contractual	-	-	153,028	-	-	153,028	-	-	-	-	-	-	-	153,028	362,915	1,008,854
Printing and publications	7	998	614	-	220	1,832	-	-	-	-	-	-	-	1,839	1,910	3,203
Telephone	-	1,429	1,304	-	71	2,804	-	-	-	-	-	-	-	2,804	2,804	2,570
Postage	-	284	198	-	45	527	-	-	-	-	-	-	-	527	527	556
Supplies	-	408	361	-	63	832	-	-	-	-	-	-	-	832	1,168	1,806
In-kind services - match	23,321	-	-	-	-	-	-	-	-	-	-	-	-	23,321	101,082	477,523
Travel	-	2,682	4,059	-	698	7,439	-	-	-	-	-	-	-	7,439	15,593	45,244
Meetings	-	449	446	-	52	947	-	-	-	-	-	-	-	947	7,185	-
Communications	-	29,692	22,383	-	4,167	56,242	-	-	-	-	-	-	-	56,242	60,934	59,990
Equipment and computer services	-	2,360	1,135	-	600	4,095	-	-	-	-	-	-	-	4,095	4,095	3,995
Books, dues, and subscriptions	-	1,736	9,072	-	390	11,198	-	-	-	-	-	-	-	11,198	36,857	41,194
Temp personnel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Legal/audit	-	6,790	4,292	-	1,834	12,916	-	-	-	-	-	-	-	12,916	21,463	18,462
Education	-	825	451	-	222	1,498	-	-	-	-	-	-	-	1,498	1,498	1,047
Indirect costs	34,515	119,032	99,012	-	18,952	236,996	-	-	-	-	-	-	-	271,511	373,368	387,562
Total expenditures	124,423	395,620	487,675	373	63,798	947,466	-	-	-	-	-	-	-	1,071,889	1,717,860	2,837,458
<b>Excess (Deficiency) Revenues Over Expenditures</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Financing Source:</b>																
Operating transfer in	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Net Change in Fund Balance</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

(Concluded)

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## SCHEDULE OF OTHER PROGRAMS AND GRANTS

YEAR ENDED JUNE 30, 2020

(With Comparative Totals for Year Ended June 30, 2019)

	SPC Communications	Water Resource Planning	Outside Projects	Executive Search	Natural Heritage Data Update	ALCO Traffic Counts Project	2020 Total	2019
<b>Revenues:</b>								
Federal grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State grants	-	-	-	-	-	-	-	-
SPC member contributions	-	310,267	-	-	-	-	310,267	237,718
In-kind contributions	-	-	-	-	1,320	-	1,320	50,129
Contributions	-	-	-	135,575	-	-	135,575	-
Other	-	-	1,061	-	9,709	17,641	28,411	71,302
<b>Total revenues</b>	<b>-</b>	<b>310,267</b>	<b>1,061</b>	<b>135,575</b>	<b>11,029</b>	<b>17,641</b>	<b>475,573</b>	<b>359,149</b>
<b>Expenditures:</b>								
Salaries and employee benefits	209,896	166,865	649	-	-	11,034	388,444	375,230
Contractual	-	35,078	-	-	9,709	-	44,787	51,090
Printing and publications	364	833	-	-	-	-	1,197	1,742
Telephone	-	-	-	-	-	-	-	-
Postage	-	2	-	-	-	-	2	143
Supplies	3,447	2,950	-	-	-	-	6,397	9,509
In-kind services match	-	-	-	-	1,320	-	1,320	50,129
Travel	140	4,434	-	-	-	1,288	5,862	6,403
Meetings	70	1,827	-	-	-	-	1,897	4,699
Communications	-	9,374	-	-	-	-	9,374	10,000
Equipment and computer services	-	225	-	-	-	-	225	-
Books, dues, and subscriptions	9,343	1,783	-	-	-	-	11,126	10,389
Temporary personnel	-	-	-	-	-	-	-	-
Legal/audit	1,470	-	-	135,575	-	-	137,045	2,877
Training and development	-	1,535	-	-	-	-	1,535	1,731
Indirect costs	108,034	85,361	412	-	-	5,319	199,126	183,864
<b>Total expenditures</b>	<b>332,764</b>	<b>310,267</b>	<b>1,061</b>	<b>135,575</b>	<b>11,029</b>	<b>17,641</b>	<b>808,337</b>	<b>707,806</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>(332,764)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(332,764)</b>	<b>(348,657)</b>
<b>Other Financing Source:</b>								
Operating transfers in	332,764	-	-	-	-	-	332,764	348,657
<b>Net Change in Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>



# SOUTHWESTERN PENNSYLVANIA COMMISSION

## SCHEDULE OF FEDERAL TRANSIT ADMINISTRATION GRANTS

YEAR ENDED JUNE 30, 2020

(With Comparative Totals for Year Ended June 30, 2019)

	<u>FTA-CommuteInfo Programs (2601-2604-2606)</u>			<u>FTA-CommuteInfo Programs (2601)</u>			<u>FTA-CMAQ Planning Program (2605,2609)</u>			Page Subtotal
	<u>PA-90-X471-01-02</u>			<u>PA-90-X672-01...05</u>			<u>PA-95-X007-00-03-06-07</u>			
	March 10, 2003 to June 30, 2019	July 1, 2019 to June 30, 2020	Total	July 1, 2008 to June 30, 2019	July 1, 2019 to June 30, 2020	Total	July 1, 2007 to June 30, 2019	July 1, 2019 to June 30, 2020	Total	
<b>Revenues:</b>										
Federal grants	\$ 3,148,211	\$ 72,418	\$ 3,220,629	\$ 1,787,076	\$ -	\$ 1,787,076	\$ 2,367,140	\$ 308,576	\$ 2,675,716	\$ 380,994
State grants	100,000	-	100,000	50,000	-	50,000	-	-	-	-
SPC member contributions	-	-	-	1,340	-	1,340	-	-	-	-
Contributions	-	-	-	-	-	-	-	-	-	-
Other local match	50,727	47	50,774	-	-	-	9,000	-	9,000	47
In-kind contributions	650,333	18,057	668,390	396,770	-	396,770	593,870	77,144	671,014	95,201
Contributions	-	-	-	-	-	-	-	-	-	-
Regional Enterprise Tower	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total revenues</b>	<b>3,949,271</b>	<b>90,522</b>	<b>4,039,793</b>	<b>2,235,186</b>	<b>-</b>	<b>2,235,186</b>	<b>2,970,010</b>	<b>385,720</b>	<b>3,355,730</b>	<b>476,242</b>
<b>Expenditures:</b>										
Salaries and employee benefits	508,034	31,269	539,303	21,947	-	21,947	492,290	64,625	556,915	95,894
Contractual	2,279,801	13,749	2,293,550	1,802,036	-	1,802,036	1,521,655	205,686	1,727,341	219,435
Printing and publications	30,586	24	30,610	-	-	-	26,110	-	26,110	24
Telephone	1,673	-	1,673	-	-	-	-	-	-	-
Postage	541	-	541	-	-	-	5	-	5	-
Supplies	48,894	9,438	58,332	395	-	395	6,961	-	6,961	9,438
In-kind services match	650,333	18,057	668,390	396,770	-	396,770	593,870	77,144	671,014	95,201
Travel	31,129	-	31,129	2,543	-	2,543	8,449	336	8,785	336
Meetings	33,648	-	33,648	-	-	-	-	-	-	-
Rent	16,400	2,400	18,800	-	-	-	-	-	-	2,400
Equipment and computer services	29,908	-	29,908	-	-	-	-	-	-	-
Books, dues, and subscriptions	2,082	82	2,164	-	-	-	74	-	74	82
Communications	49,329	-	49,329	-	-	-	67,500	4,692	72,192	4,692
Legal/audit	11,979	-	11,979	58	-	58	16,158	-	16,158	-
Education	5,068	59	5,127	1,200	-	1,200	589	-	589	59
Indirect costs	249,866	15,444	265,310	10,237	-	10,237	236,349	33,237	269,586	48,681
<b>Total expenditures</b>	<b>3,949,271</b>	<b>90,522</b>	<b>4,039,793</b>	<b>2,235,186</b>	<b>-</b>	<b>2,235,186</b>	<b>2,970,010</b>	<b>385,720</b>	<b>3,355,730</b>	<b>476,242</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Financing Source:</b>										
Operating transfers in	-	-	-	-	-	-	-	-	-	-
<b>Net Change in Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

(Continued)

**SOUTHWESTERN PENNSYLVANIA COMMISSION**

**SCHEDULE OF FEDERAL TRANSIT ADMINISTRATION GRANTS**

YEAR ENDED JUNE 30, 2020

(With Comparative Totals for Year Ended June 30, 2019)

(Continued)

	<u>FTA - JARC Program (2650)</u>			<u>FTA - JARC Program (2650)</u>			<u>FTA - JARC Program (2650)</u>			Page Subtotal
	<u>PA-37-X048-00</u>			<u>PA-37-X037-00-01</u>			<u>PA-37-X046-00 (2650) closed</u>			
	July 1, 2011 to June 30, 2019	July 1, 2019 to June 30, 2020	Total	July 1, 2009 to June 30, 2019	July 1, 2019 to June 30, 2020	Total	July 1, 2011 to June 30, 2019	July 1, 2019 to June 30, 2020	Total	
<b>Revenues:</b>										
Federal grants	\$ 2,586,137	\$ -	\$ 2,586,137	\$ 1,657,587	\$ 686	\$ 1,658,273	\$ 1,335,404	\$ -	\$ 1,335,404	\$ 686
State grants	2,068,336	-	2,068,336	1,349,244	-	1,349,244	1,241,078	-	1,241,078	-
SPC member contributions	-	-	-	-	-	-	-	-	-	-
Contributions	-	-	-	-	-	-	-	-	-	-
Other local match	-	-	-	-	-	-	-	-	-	-
In-kind contributions	-	-	-	-	-	-	-	-	-	-
Contributions	-	-	-	-	-	-	-	-	-	-
Regional Enterprise Tower	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total revenues</b>	<b>4,654,473</b>	<b>-</b>	<b>4,654,473</b>	<b>3,006,831</b>	<b>686</b>	<b>3,007,517</b>	<b>2,576,482</b>	<b>-</b>	<b>2,576,482</b>	<b>686</b>
<b>Expenditures:</b>										
Salaries and employee benefits	67,481	-	67,481	242,598	-	242,598	55,118	-	55,118	-
Contractual	4,554,572	-	4,554,572	2,645,490	-	2,645,490	2,493,192	-	2,493,192	-
Printing and publications	-	-	-	-	-	-	-	-	-	-
Telephone	-	-	-	-	-	-	-	-	-	-
Postage	-	-	-	-	-	-	-	-	-	-
Supplies	-	-	-	-	-	-	-	-	-	-
In-kind services match	-	-	-	-	-	-	-	-	-	-
Travel	180	-	180	1,014	-	1,014	552	-	552	-
Meetings	-	-	-	-	-	-	-	-	-	-
Rent	-	-	-	-	-	-	-	-	-	-
Equipment and computer services	-	-	-	-	-	-	-	-	-	-
Books, dues, and subscriptions	45	-	45	1,022	-	1,022	100	-	100	-
Communications	-	-	-	-	-	-	-	-	-	-
Legal/audit	-	-	-	-	-	-	-	-	-	-
Education	-	-	-	483	686	1,169	-	-	-	686
Indirect costs	32,195	-	32,195	116,224	-	116,224	27,520	-	27,520	-
<b>Total expenditures</b>	<b>4,654,473</b>	<b>-</b>	<b>4,654,473</b>	<b>3,006,831</b>	<b>686</b>	<b>3,007,517</b>	<b>2,576,482</b>	<b>-</b>	<b>2,576,482</b>	<b>686</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Financing Source:</b>										
Operating transfers in	-	-	-	-	-	-	-	-	-	-
<b>Net Change in Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

(Continued)

**SOUTHWESTERN PENNSYLVANIA COMMISSION**

SCHEDULE OF FEDERAL TRANSIT ADMINISTRATION GRANTS

YEAR ENDED JUNE 30, 2020  
(With Comparative Totals for Year Ended June 30, 2019)  
(Continued)

	FTA-NFI Program (2651)			FTA-NFI Program (2651)			FTA-CommuterInfo Programs (2601)			2020	2019
	PA-57-X009-00-01			PA-57-X016-00 (2651)			PA-90-X749 (2601)				
	July 1, 2009 to June 30, 2019	July 1, 2019 to June 30, 2020	Total	July 1, 2011 to June 30, 2019	July 1, 2019 to June 30, 2020	Total	July 1, 2011 to June 30, 2019	July 1, 2019 to June 30, 2020	Total		
<b>Revenues:</b>											
Federal grants	\$ 885,379	\$ -	\$ 885,379	\$ 2,458,310	\$ -	\$ 2,458,310	\$ 1,554,182	\$ 152,842	\$ 1,707,024	\$ 534,522	\$ 766,486
State grants	439,473	-	439,473	1,898,658	-	1,898,658	-	-	-	-	-
SPC member contributions	-	-	-	-	-	-	-	-	-	-	-
Contributions	-	-	-	-	-	-	-	-	-	-	-
Other local match	-	-	-	-	-	-	-	-	-	47	88
In-kind contributions	-	-	-	-	-	-	388,545	38,211	426,756	133,412	191,397
Contributions	-	-	-	-	-	-	-	-	-	-	-
Regional Enterprise Tower	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
<b>Total revenues</b>	<b>1,324,852</b>	<b>-</b>	<b>1,324,852</b>	<b>4,356,968</b>	<b>-</b>	<b>4,356,968</b>	<b>1,942,727</b>	<b>191,053</b>	<b>2,133,780</b>	<b>667,981</b>	<b>957,971</b>
<b>Expenditures:</b>											
Salaries and employee benefits	196,398	-	196,398	54,556	-	54,556	191,531	32,178	223,709	128,072	120,886
Contractual	1,030,785	-	1,030,785	4,276,035	-	4,276,035	1,195,950	98,800	1,294,750	318,235	544,174
Printing and publications	-	-	-	-	-	-	-	17	17	41	51
Telephone	-	-	-	-	-	-	-	-	-	-	-
Postage	-	-	-	-	-	-	-	-	-	-	-
Supplies	-	-	-	-	-	-	24,013	3,885	27,898	13,323	-
In-kind services match	-	-	-	-	-	-	388,545	38,211	426,756	133,412	191,397
Travel	1,622	-	1,622	56	-	56	15,385	368	15,753	704	3,200
Meetings	-	-	-	-	-	-	-	-	-	-	-
Rent	-	-	-	-	-	-	-	-	-	2,400	-
Equipment and computer services	-	-	-	-	-	-	-	-	-	-	-
Books, dues, and subscriptions	388	-	388	120	-	120	60	-	60	82	630
Communications	-	-	-	-	-	-	-	-	-	4,692	-
Legal/audit	3,589	-	3,589	-	-	-	34,088	-	34,088	-	38,256
Education	-	-	-	14	-	14	195	-	195	745	-
Indirect costs	92,070	-	92,070	26,187	-	26,187	92,960	17,594	110,554	66,275	59,377
<b>Total expenditures</b>	<b>1,324,852</b>	<b>-</b>	<b>1,324,852</b>	<b>4,356,968</b>	<b>-</b>	<b>4,356,968</b>	<b>1,942,727</b>	<b>191,053</b>	<b>2,133,780</b>	<b>667,981</b>	<b>957,971</b>
<b>Excess (Deficiency) of Revenues Over Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Financing Source:</b>											
Operating transfers in	-	-	-	-	-	-	-	-	-	-	-
<b>Net Change in Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

(Concluded)

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## ACTUAL OVERHEAD COSTS

YEAR ENDED JUNE 30, 2020  
(With Comparative Totals for Year Ended June 30, 2019)

	Actual 2020	2019
<b>Overhead Costs:</b>		
Salaries and fringe benefits	\$ 959,445	\$ 886,037
Contractual	233,111	194,480
Printing	12,303	5,370
Telephone	19,574	28,018
Postage	1,427	2,192
Supplies	81,975	66,795
Travel	3,622	5,203
Meeting	40	40
Equipment purchase/lease/maintenance	122,752	117,875
Dues and subscriptions	24,947	12,685
Insurance	44,129	42,932
Legal/audit	45,476	45,790
Rent	620,694	612,762
Training and development	1,029	-
	<b>2,170,524</b>	<b>2,020,179</b>
Overhead incurred	<b>2,170,524</b>	<b>2,020,179</b>
Total overhead applied	<b>2,170,524</b>	<b>2,020,179</b>
<b>Fringe Costs:</b>		
FICA employer taxes	275,615	269,511
Health insurance	773,144	731,447
Life/disability insurance	37,577	39,088
Unemployment compensation	19,016	18,343
Workmen's compensation insurance	(418)	(325)
Pension	242,668	256,116
Financial planning, tuition, etc.	400	800
Flex benefits/fees	32,543	32,463
Transit deduct	23,744	27,136
Leave time	550,972	550,512
	<b>1,955,261</b>	<b>1,925,091</b>
Fringe costs incurred	<b>1,955,261</b>	<b>1,925,091</b>
Total fringe costs applied	<b>1,955,261</b>	<b>1,925,091</b>
<b>Total Overhead and Fringe Costs Applied</b>	<b>\$ 4,125,785</b>	<b>\$ 3,945,270</b>

**SOUTHWESTERN PENNSYLVANIA COMMISSION**

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

FOR THE YEAR ENDED JUNE 30, 2020

Federal Grantor/Pass-Through Grantor/Program Title	Federal CFDA Number	Grantor's and Pass-Through Numbers	Program or Award Amount	Cumulative Award Expenditures Through June 30, 2019	Amounts Passed through to Subrecipients	2020 Direct Expenditures	2020 Total Expenditures	Cumulative Award Expenditures Through June 30, 2020
<b>U.S. Department of Transportation</b>								
Passed through the Pennsylvania Department of Transportation and the Southwestern Pennsylvania Commission:								
Highway Planning and Construction Cluster:								
Highway Planning and Construction	20.205	118455	\$ 2,099,837	\$ 685,403	\$ -	\$ -	\$ -	\$ 685,403
Highway Planning and Construction	20.205	521165	8,252,000	7,893,976	-	-	-	7,893,976
Highway Planning and Construction	20.205	521165	2,246,000	2,190,376	-	-	-	2,190,376
Highway Planning and Construction	20.205	521165	8,940,000	3,991,513	-	4,407,589	<b>4,407,589</b>	8,399,102
Highway Planning and Construction	20.205	521165	2,157,000	927,828	184,000	878,833	<b>1,062,833</b>	1,990,661
Highway Planning and Construction	20.205	520906-5	3,444,124	3,341,046	-	-	-	3,341,046
Highway Planning and Construction	20.205	520906-6	7,976,000	7,440,868	-	-	-	7,440,868
Highway Planning and Construction	20.205	520906-6	2,216,000	1,942,868	-	-	-	1,942,868
Highway Planning and Construction	20.205	1000017	1,281,037	369,013	-	31,220	<b>31,220</b>	400,233
Highway Planning and Construction	20.205	119111	2,502,880	324,161	-	97,634	<b>97,634</b>	421,795
Highway Planning and Construction	20.205	M125558000	616,131	166,694	-	-	-	166,694
Total Highway Planning and Construction Cluster				<b>29,273,746</b>	<b>184,000</b>	<b>5,415,276</b>	<b>5,599,276</b>	<b>34,873,022</b>
Direct Programs:								
Federal Transit Cluster:								
Federal Transit Formula Grants - Section 5307	20.507	PA-90-X471-00-01-02	3,287,952	3,148,211	-	72,418	<b>72,418</b>	3,220,629
Federal Transit Formula Grants - Section 5307	20.507	PA-90-X749-00-01	2,000,000	1,554,182	-	152,842	<b>152,842</b>	1,707,024
Federal Transit Formula Grants - Section 5307	20.507	PA-95-X007-00-01-02-03-06-07	3,085,000	2,367,140	-	308,576	<b>308,576</b>	2,675,716
Federal Transit Formula Grants - Section 5307	20.507	PA-90-X672-00-01-02-03-04-05	1,787,076	1,787,076	-	-	-	1,787,076
Total Federal Transit Cluster				<b>8,856,609</b>	<b>-</b>	<b>533,836</b>	<b>533,836</b>	<b>9,390,445</b>
Transit Services Programs Cluster:								
Job Access and Reverse Commute Program - Section 5316	20.516	PA-37-X037-00-01	1,658,273	1,657,587	-	686	<b>686</b>	1,658,273
Job Access and Reverse Commute Program - Section 5316	20.516	PA-37-X048-00	2,586,137	2,586,137	-	-	-	2,586,137
New Freedom Program - Section 5317	20.521	PA-57-X009-00-01	885,378	885,379	-	-	-	885,379
New Freedom Program - Section 5317	20.521	PA-57-X016-00	2,458,308	2,458,310	-	-	-	2,458,310
Total Transit Services Programs Cluster				<b>7,587,413</b>	<b>-</b>	<b>686</b>	<b>686</b>	<b>7,588,099</b>
Total U.S. Department of Transportation				<b>45,717,768</b>	<b>184,000</b>	<b>5,949,798</b>	<b>6,133,798</b>	<b>51,851,566</b>
<b>Appalachian Regional Commission</b>								
Direct Programs:								
Appalachian Regional Development:								
ARC 302(a) 2019	23.001	PA-0708E-C27-R1-302-19	101,000	97,497	-	38,374	<b>38,374</b>	135,871
ARC 302(a) 2020	23.001	PA-0708E-C28-R1-302-20	103,000	-	-	44,698	<b>44,698</b>	44,698
Total Appalachian Regional Development				<b>97,497</b>	<b>-</b>	<b>83,072</b>	<b>83,072</b>	<b>180,569</b>
Appalachian Area Development:								
ARC Shale POWER Grant 10/2019 to 9/2022	23.002	PW-19708-IM-302-19	1,423,497	-	64,808	4,637	<b>69,445</b>	69,445
ARC 302(b) 07/2018 - 06/2019	23.002	PA-11055-C26-302-18	400,000	396,555	-	-	-	396,555
ARC 302(b) 07/2019 - 06/2020	23.002	PA-11055-C27-302-19	400,000	-	-	395,620	<b>395,620</b>	395,620
Total Appalachian Area Development				<b>396,555</b>	<b>64,808</b>	<b>400,257</b>	<b>465,065</b>	<b>861,620</b>
Total Direct Programs				<b>494,052</b>	<b>64,808</b>	<b>483,329</b>	<b>548,137</b>	<b>1,042,189</b>

(Continued)

See accompanying notes to schedule of expenditures of federal awards.

**SOUTHWESTERN PENNSYLVANIA COMMISSION**

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

FOR THE YEAR ENDED JUNE 30, 2020

(Continued)

Federal Grantor/Pass-Through Grantor/Program Title	Federal CFDA Number	Grantor's and Pass-Through Numbers	Program or Award Amount	Cumulative Award Expenditures Through June 30, 2019	Amounts Passed through to Subrecipients	2020 Direct Expenditures	2020 Total Expenditures	Cumulative Award Expenditures Through June 30, 2020
<b>Appalachian Regional Commission (continued)</b>								
Revolving Loan Program:								
Appalachian Research, Technical Assistance, and Demonstration Projects	23.011	ARC93-67	1,451,274	2,271,049	-	2,174,017	<b>2,174,017</b>	2,174,017
Total Appalachian Regional Commission				2,765,101	64,808	2,657,346	<b>2,722,154</b>	3,216,206
<b>U.S. Department of Defense</b>								
Passed Through Indiana University of Pennsylvania:								
Procurement Technical Assistance for Business Firms - 9/1/2018 to 8/31/2019	12.002	SP4800-18-2-1835	114,398	64,229	-	13,200	<b>13,200</b>	77,429
Procurement Technical Assistance for Business Firms - 9/1/2019 to 8/31/2020	12.002	SP4800-19-2-1935	101,690	-	-	55,765	<b>55,765</b>	55,765
Total U.S. Department of Defense				64,229	-	68,965	<b>68,965</b>	133,194
<b>U.S. Department of Commerce</b>								
Direct Programs:								
Economic Development Support for Planning Organizations - 7/19 - 6/20	11.302	ED19PHI3020068 Year 1	70,000	-	-	60,748	<b>60,748</b>	60,748
Economic Development Support for Planning Organizations - 7/20 - 6/21	11.302	ED19PHI3020068 Year 2	70,000	-	-	-	-	-
Economic Development Support for Planning Organizations - 7/21 - 6/22	11.302	ED19PHI3020068 Year 3	70,000	-	-	-	-	-
Total Direct Programs				-	-	60,748	<b>60,748</b>	60,748
Economic Development Cluster:								
Revolving Loan Program:								
Economic Adjustment Assistance	11.307	01-39-03634	475,000	721,356	-	824,584	<b>824,584</b>	824,584
Total U.S. Department of Commerce				721,356	-	885,332	<b>885,332</b>	885,332
Total Expenditures of Federal Awards				\$ 49,268,454	\$ 248,808	\$ 9,561,441	<b>\$ 9,810,249</b>	\$ 56,086,298

(Concluded)

See accompanying notes to schedule of expenditures of federal awards.

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED JUNE 30, 2020

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### **1. Basis of Presentation**

The accompanying schedule of expenditures of federal awards (Schedule) includes the federal award activity of Southwestern Pennsylvania Commission (SPC) under programs of the federal government for the year ended June 30, 2020. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements of Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of SPC, it is not intended to and does not present the financial statements of SPC.

### **2. Summary of Significant Accounting Policies**

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED JUNE 30, 2020

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### 3. Revolving Loan Funds

Federal expenditures for the Economic Development Administration (EDA) and the Appalachian Regional Commission (ARC) Revolving Loan Fund (RLF) were calculated as follows:

	<u>EDA</u>
Balance of the RLF at June 30, 2020	\$ 863,368
Plus:	
Cash and investment balance in the RLF at June 30, 2020	234,163
Administrative expenses paid out of the RLF during the fiscal year	1,914
The unpaid principal of all loans written off during the fiscal year	<u>-</u>
	1,099,445
Multiplied by:	
The federal share of the RLF	<u>75%</u>
Total RLF federal expenditures	<u><u>\$ 824,584</u></u>
	<u>ARC</u>
Balance of the RLF at July 1, 2019	\$ 1,966,495
Plus:	
Current year new loans	201,780
RLF income earned and expended	<u>5,742</u>
	2,174,017
Multiplied by:	
The federal share of the RLF	<u>100%</u>
Total RLF federal expenditures	<u><u>\$ 2,174,017</u></u>



# SOUTHWESTERN PENNSYLVANIA COMMISSION

## NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED JUNE 30, 2020

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The federal revolving loan fund programs subsequently are administered directly by SPC, and balances and transactions relating to these programs are included in SPC's financial statements. Loans outstanding at the beginning of the year, loans made during the year, and balance of loans outstanding at June 30, 2020 consist of:

Revolving Loan Fund Program	EDA	ARC
Balance of the RLF at July 1, 2019	\$ 647,249	\$ 1,966,495
Plus: Loans issued	500,000	201,780
Less: Loans paid off	(283,881)	(278,456)
Less: Writeoffs	-	-
Balance of the RLF at June 30, 2020	<u>\$ 863,368</u>	<u>\$ 1,889,819</u>
CFDA #	11.307	23.011

#### 4. Indirect Cost Rate

SPC did not elect to use the 10% de minimis indirect cost rate as allowed under the Uniform Guidance.

# **Southwestern Pennsylvania Commission**

Independent Auditor's Reports  
Required by the Uniform Guidance

Year Ended June 30, 2020



**Independent Auditor’s Report on Internal Control over Financial Reporting and on  
Compliance and Other Matters Based on an Audit of Financial Statements  
Performed in Accordance with Government Auditing Standards**

**Executive Committee and  
Commissioners  
Southwestern Pennsylvania  
Commission**

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the governmental activities and each major fund, and the aggregate remaining fund information of the Southwestern Pennsylvania Commission (Commission) as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Commission’s basic financial statements, and have issued our report thereon dated December 7, 2020.

### **Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Commission’s internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Commission’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Commission’s internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity’s financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we

Executive Committee and Commissioners  
Southwestern Pennsylvania Commission  
Independent Auditor's Report on Internal Control over  
Financial Reporting and on Compliance and Other Matters

consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

### **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Commission's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

### **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Maher Duessel*

Pittsburgh, Pennsylvania  
December 7, 2020

## Independent Auditor's Report on Compliance for the Major Program and on Internal Control over Compliance Required by the Uniform Guidance

**Executive Committee and  
Commissioners  
Southwestern Pennsylvania  
Commission**

### **Report on Compliance for the Major Federal Program**

We have audited the Southwestern Pennsylvania Commission's (Commission) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on the Commission's major federal program for the year ended June 30, 2020. The Commission's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

### **Management's Responsibility**

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

### **Auditor's Responsibility**

Our responsibility is to express an opinion on compliance for the Commission's major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Commission's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the major federal program. However, our audit does not provide a legal determination of the Commission's compliance.

Executive Committee and Commissioners  
Southwestern Pennsylvania Commission  
Independent Auditor's Report on Compliance  
for the Major Program

***Opinion on the Major Federal Program***

In our opinion, the Commission complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2020.

**Report on Internal Control over Compliance**

Management of the Commission is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Commission's internal control over compliance with the types of requirements that could have a direct and material effect on the major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Commission's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Executive Committee and Commissioners  
Southwestern Pennsylvania Commission  
Independent Auditor's Report on Compliance  
for the Major Program

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

*Maker Duessel*

Pittsburgh, Pennsylvania  
December 7, 2020

# SOUTHWESTERN PENNSYLVANIA COMMISSION

## SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED JUNE 30, 2020

### I. Summary of Audit Results

1. Type of auditor's report issued: Unmodified, prepared in accordance with Generally Accepted Accounting Principles

2. Internal control over financial reporting:

Material weakness(es) identified?  yes  no

Significant deficiencies identified that are not considered to be material weakness(es)?  yes  none reported

3. Noncompliance material to financial statements noted?  yes  no

4. Internal control over major programs:

Material weakness(es) identified?  yes  no

Significant deficiencies identified that are not considered to be material weakness(es)?  yes  none reported

5. Type of auditor's report issued on compliance for major programs: Unmodified

6. Any audit findings disclosed that are required to be reported in accordance with 2 CFR Section 200.516(a)?  yes  no

7. Major Programs:

CFDA Number(s)

20.205

Name of Federal Program or Cluster

Highway Planning and Construction Cluster

8. Dollar threshold used to distinguish between type A and type B programs: \$750,000

9. Auditee qualified as low-risk auditee?  yes  no

II. Findings related to the financial statements which are required to be reported in accordance with GAGAS.

**No matters were reported.**



# **SOUTHWESTERN PENNSYLVANIA COMMISSION**

## **SCHEDULE OF FINDINGS AND QUESTIONED COSTS**

**YEAR ENDED JUNE 30, 2020**

III. Findings and questioned costs for federal awards.

**No matters were reported.**

# **SOUTHWESTERN PENNSYLVANIA COMMISSION**

## **SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS**

**YEAR ENDED JUNE 30, 2020**

**NONE**

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 16-20

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to honor the services of David Y. Miller.

WHEREAS, Dave represented Allegheny County on the Southwestern Pennsylvania Commission since 2003. Throughout his career, and with numerous changes at the local, state and federal levels, one thing remained constant: Dave's drive to promote cooperative relationships and regional governance.

WHEREAS, Dave labored to promote planning beyond the traditional areas of transportation and economic development focusing on understanding the changing dynamics of global decentralization, particularly as it affects institutions of local government and the governing of metropolitan regions.

WHEREAS. A little-known fact: He once tried to incorporate the entire Mon Valley into a single municipality, which would have created the second-largest city in Pennsylvania.

WHEREAS, Dave brought his skills, experience and enthusiasm to the deliberations of the Commission for 17 years and worked diligently on southwestern Pennsylvania's priorities;

WHEREAS, Dave gave generously of his time by attending countless meetings and workshops not only those of the Commission but also numerous other boards and agencies;

WHEREAS, he was the founding advisor of the Congress of Neighboring Communities (CONNECT) an initiative to promote cooperation and collaboration between the City of Pittsburgh and 35 municipalities that share a common border with the City; and

WHEREAS, Dave will be remembered, too, for his many accomplishments, his long record of public service and his dedication to and love of the University of Pittsburgh.

NOW, THEREFORE, BE IT RESOLVED that the Officers, Members and Staff of the Southwestern Pennsylvania Commission extend their heartfelt and sincere sympathy to his family, colleagues and friends, and express their appreciation for his many years of extensive service and faithful commitment to the Commission and Allegheny County.

I, Rich Fitzgerald, HEREBY CERTIFY that I am Chairman of the SOUTHWESTERN PENNSYLVANIA COMMISSION that the foregoing was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 14th day of December 2020; and that said resolution is now in full force and effect.


IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.

---

Chairman

**Southwestern Pennsylvania Commission**

December 14, 2020



### Agenda

**Agenda Item: 1**

- Call to Order
  - Quorum
  - Any Conflict of Interest Declarations on Action Items

**Agenda Item: 2**

- Action on the Minutes of the September 28, 2020 Meeting

**Agenda Item: 3**

- Public Comment

**Agenda Item: 4**

- Presentation of the 2019-2020 Audit Report – *Maher Duessel, CPAs*


Corporation Board of Directors / Commission Executive Committee



**Southwestern  
Pennsylvania Commission**


TIM MORGUS, CPA, CFE, CGFM, ENGAGEMENT PARTNER  
JANET L. FEICK, CPA, SENIOR MANAGER

December 14, 2020




### Reports Issued

- Communication to Those Charged with Governance
- Audit of the Financial Statements and Single Audit
- Form 990 (Corporation)



### Required Audit Communications

- Our Responsibilities under Generally Accepted Auditing Standards (GAAS) and Uniform Guidance (UG)
- Significant Accounting Policies:
  - No new accounting policies were adopted in 2020
- Accounting Estimates
- Disclosures
  - Note 10 regarding impact of COVID-19



### Required Audit Communications (cont.)

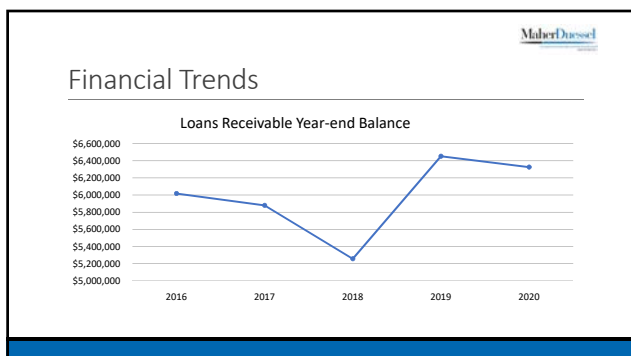
- Corrected and Uncorrected Misstatements
- No Disagreements with Management or Difficulties Encountered
- Other Matters
  - Limited procedures applied to the Required Supplementary Information (RSI) and Supplementary Information (SI)

### Financial Statements

- Opinions:
  - Unmodified audit opinions issued on both government-wide and fund presentations
- Single Audit
  - Required when expenditures of federal awards are \$750,000 or greater
  - Testing of compliance with certain rules and regulations as well as internal control processes over financial reporting and compliance

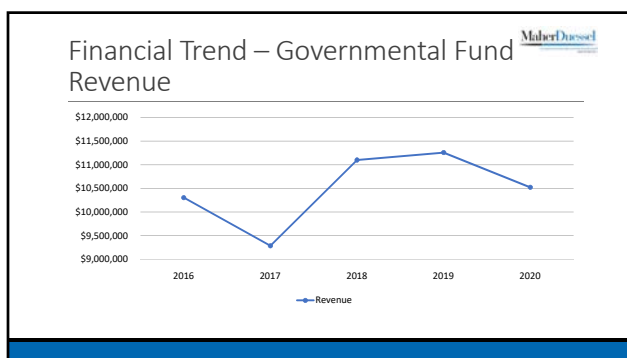
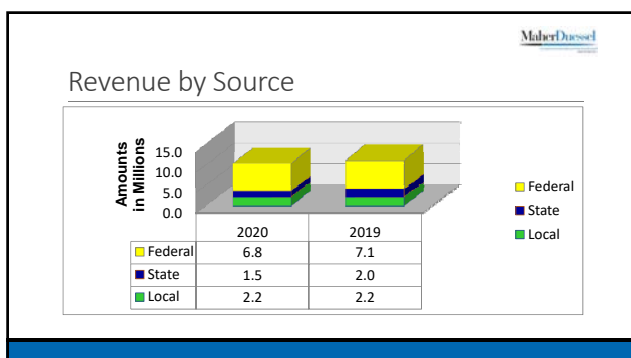
### Balance Sheet (Page 3)

- Total Assets of \$13.0 Million
  - Majority of cash is restricted (grants; RLF's)
  - Loans receivable of \$6.3 Million (decrease of \$200,000)
- Total Liabilities of \$12.6 Million
  - Notes payable – PIDA/SBF loan program (\$3.6M)
  - RLF unearned revenue (\$3.7M)
  - Grant advances (\$1.8M)
- Net Position - \$457 Thousand



### Statement of Revenues, Expenditures, and Changes in Fund Balance (Page 4)

- Total Revenues: \$10.5 Million
  - Decrease of 6.5% (\$734 Thousand) from prior year
  - Federal and state grants (\$8.3M)
- Total Expenses: \$10.5 Million
  - Corresponding increase in expenditures
- Notes to Financial Statements
  - COVID-19
  - No other new or sensitive disclosures



MaherDuessel

### Single Audit Results (Page 41)

- ❑ Single Audit
  - Total Federal Expenditures of \$9.8 Million
  - Major Program:
    - CFDA #20.205 Highway Planning and Construction Cluster
  - Unmodified opinion on compliance for major programs
  - No findings or questioned costs reported

MaherDuessel

### Form 990 (Corporation)

- ❑ No significant changes to core Form 990
- ❑ No new schedules
  - Applicable schedules: A, B, C, D, J, O, and R
- ❑ Public Disclosure
  - Schedule B contributor information redacted

MaherDuessel

### Contact Information

- ❑ Tim Morgus, CPA, CFE, CGFM  
[tmorgus@md-cpas.com](mailto:tmorgus@md-cpas.com) Phone: 412-535-5502
- ❑ Janet L. Feick, CPA, Senior Manager  
[jfeick@md-cpas.com](mailto:jfeick@md-cpas.com) Phone: 412-535-5538

### Agenda

**Agenda Item: 5**

- Financial Report – *Vince Massaro*

Corporation Board of Directors / Commission Executive Committee

### Financial Report

Revenues	Approved Budget	Actual to Date	Percent of Budget
Total Project Related Revenues	\$13,551,484	\$6,026,742	44.47%
<b>Total Revenues</b>	<b>\$13,551,484</b>	<b>\$6,026,742</b>	<b>44.47%</b>

Expenditures	Approved Budget	Actual to Date	Percent of Budget
Total Project Expenditures	\$13,551,484	\$6,026,742	44.47%
<b>Total Expenditures</b>	<b>\$13,551,484</b>	<b>\$6,026,742</b>	<b>44.47%</b>

For the period July 1, 2020 to October 31, 2020

Southwestern Pennsylvania Commission

### Agenda

**Agenda Item: 6**


- Nominating Committee Report – *Lynn Heckman, Chair*
- Action on Resolution 15-20
  - Elect a Vice Chairman and Secretary-Treasurer to the Commission
  - Vice Chairman – Leslie Osche
  - Secretary-Treasurer – Pat Fabian

Corporation Board of Directors / Commission Executive Committee

## Agenda

Agenda Item: 7

- Action on Resolution 16-20
- Recognize the Accomplishments of our Colleague and Friend, David Miller, who passed away on November 17, 2020



Corporation Board of Directors / Commission Executive Committee 19

## Agenda


Agenda Item: 8

- 2020 Regional Transportation Safety Action Plan Overview – Domenic D'Andrea

Corporation Board of Directors / Commission Executive Committee 20

# Regional Transportation Safety Action Plan

December 14, 2020



Southwestern Pennsylvania Commission

## Regional Transportation Safety Action Plan

The Regional Vision is a world-class, safe and well maintained, integrated transportation system that provides mobility for all, enables resilient communities, and supports a globally competitive economy.

The Regional goal of major projects that maintain our existing system while also enhancing safety, accessibility, mobility, and connectivity across the region.



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## Regional Transportation Safety Action Plan



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## Regional Transportation Safety Action Plan

### Importance of Safety Action Plan

- Complements PennDOT's statewide Strategic Highway Safety Plan with (regional specific) strategies and potential project locations so that we can work towards achieving our LRTP vision and goals. Pennsylvania and the region are continuously working toward zero deaths.
- This plan provides the blueprint for improving our required Federal Safety Performance Measures.



Southwestern Pennsylvania Commission 24

## Regional Transportation Safety Action Plan

**Goals and Objectives**

- Regularly attain the 5 federal safety performance measure targets for the region
- Enhance, maintain, and support soft-side programs to improve transportation safety
- Identify safety improvement projects to be incorporated into the TIP and LRTP using a data-driven process
- Improve safety on the local road network



Southwestern Pennsylvania Commission 25

## Regional Transportation Safety Action Plan

**Goals and Objectives**

- Reduce the number and rate of fatalities on all public roads
- Reduce the number and rate of serious injuries on all public roads
- Reduce the number of non-motorized fatalities and non-motorized serious injuries on all public roads
- Identify and reduce crashes in all Safety Action Plan focus areas on an annual basis working toward zero deaths.

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## Regional Transportation Safety Action Plan

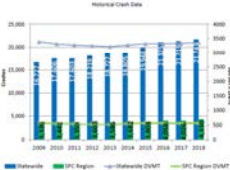
Steering Committee Members	Plan Development																					
Steering Committee Members	Allegheny Co. Economic Development	PNMA	PennDOT Districts 11-0																			
	Allegheny Co. Health Dept	PennDOT Central Office	PennDOT District 12-0																			
	City of Pittsburgh	PennDOT District 13-0	SPC																			
Stakeholder Committee Members	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #004a87; color: white;">Stakeholder Committee Members</th> <td>Airport Corridor Transportation Assn.</td> <td>Fayette County</td> <td>Pennsylvania Turnpike Commission</td> </tr> <tr> <td>Allegheny County Public Works</td> <td>Greene County</td> <td>Pittsburgh Bike Share</td> </tr> <tr> <td>Armstrong County</td> <td>Indiana County</td> <td>Port Authority of Allegheny County</td> </tr> <tr> <td>Beaver County</td> <td>Lawrence County</td> <td>Town and Country Transit</td> </tr> <tr> <td>BillsPGH</td> <td>Chickadee TMA</td> <td>Washington County</td> </tr> <tr> <td>Burter County</td> <td>Other PennDOT staff from 3 Districts</td> <td>Westmoreland County</td> </tr> </thead></table>			Stakeholder Committee Members	Airport Corridor Transportation Assn.	Fayette County	Pennsylvania Turnpike Commission	Allegheny County Public Works	Greene County	Pittsburgh Bike Share	Armstrong County	Indiana County	Port Authority of Allegheny County	Beaver County	Lawrence County	Town and Country Transit	BillsPGH	Chickadee TMA	Washington County	Burter County	Other PennDOT staff from 3 Districts	Westmoreland County
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## Regional Transportation Safety Action Plan

**What's in the Plan? Lots of data**  
**Sap 2015 Recommended Focus Area Performance**

**65+ Year Old Driver Crashes**



**65+ Year Old Driver Fatalities**



Southwestern Pennsylvania Commission 28

## Regional Transportation Safety Action Plan

**What's in the Plan? Regional Focus Areas**

• Drug related crashes	• Mature driver crashes
• Distracted Driving Crashes	• Non-motorized (pedestrian/bicycle) crashes
• Run-off-road crashes	• Intersection crashes
• Head-on crashes	• Transit related crashes
• Signalized intersection crashes	• Heavy truck crashes
• Aggressive driving crashes	• Drowsy driver crashes
• Secondary crashes	

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## Regional Transportation Safety Action Plan

**What's in the Plan? District/County Focus areas**

**District 10 (Armstrong, Butler, & Indiana Counties)**

- Hit fixed object crashes
- Hit tree crashes
- Spreading crashes
- Hit sliding pole crashes
- Motorcycle crashes

**District 11 (Allegheny, Beaver, & Lawrence Counties)**

- Spreading crashes
- Undeveloped crashes
- Stop-controlled intersection crashes
- Work zone crashes

**District 12 (Fayette, Greene, Washington, & Westmoreland Counties)**

- Hit right-turning crashes
- Stop-controlled intersection crashes

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## Regional Transportation Safety Action Plan

**What's in the Plan? Strategies to address focus areas**

Focus Area	Strategies	Implementation
Motorist driver behavior	<ul style="list-style-type: none"> <li>1. Education and training for safe driving practices for motorist</li> <li>2. Roadside enforcement for motorist behavior</li> <li>3. Motorist behavior campaigns</li> <li>4. Motorist behavior campaigns</li> <li>5. Motorist behavior campaigns</li> <li>6. Motorist behavior campaigns</li> <li>7. Motorist behavior campaigns</li> <li>8. Motorist behavior campaigns</li> <li>9. Motorist behavior campaigns</li> <li>10. Motorist behavior campaigns</li> <li>11. Motorist behavior campaigns</li> <li>12. Motorist behavior campaigns</li> <li>13. Motorist behavior campaigns</li> <li>14. Motorist behavior campaigns</li> <li>15. Motorist behavior campaigns</li> <li>16. Motorist behavior campaigns</li> <li>17. Motorist behavior campaigns</li> <li>18. Motorist behavior campaigns</li> <li>19. Motorist behavior campaigns</li> <li>20. Motorist behavior campaigns</li> <li>21. Motorist behavior campaigns</li> <li>22. Motorist behavior campaigns</li> <li>23. Motorist behavior campaigns</li> <li>24. Motorist behavior campaigns</li> <li>25. Motorist behavior campaigns</li> <li>26. Motorist behavior campaigns</li> <li>27. Motorist behavior campaigns</li> <li>28. Motorist behavior campaigns</li> <li>29. Motorist behavior campaigns</li> <li>30. Motorist behavior campaigns</li> <li>31. Motorist behavior campaigns</li> <li>32. Motorist behavior campaigns</li> <li>33. Motorist behavior campaigns</li> <li>34. Motorist behavior campaigns</li> <li>35. Motorist behavior campaigns</li> <li>36. Motorist behavior campaigns</li> <li>37. Motorist behavior campaigns</li> <li>38. Motorist behavior campaigns</li> <li>39. Motorist behavior campaigns</li> <li>40. Motorist behavior campaigns</li> <li>41. Motorist behavior campaigns</li> <li>42. Motorist behavior campaigns</li> <li>43. Motorist behavior campaigns</li> <li>44. Motorist behavior campaigns</li> <li>45. Motorist behavior campaigns</li> <li>46. Motorist behavior campaigns</li> <li>47. Motorist behavior campaigns</li> <li>48. Motorist behavior campaigns</li> <li>49. Motorist behavior campaigns</li> <li>50. Motorist behavior campaigns</li> </ul>	<ul style="list-style-type: none"> <li>1. Motorist behavior campaigns</li> <li>2. Motorist behavior campaigns</li> <li>3. Motorist behavior campaigns</li> <li>4. Motorist behavior campaigns</li> <li>5. Motorist behavior campaigns</li> <li>6. Motorist behavior campaigns</li> <li>7. Motorist behavior campaigns</li> <li>8. Motorist behavior campaigns</li> <li>9. Motorist behavior campaigns</li> <li>10. Motorist behavior campaigns</li> <li>11. Motorist behavior campaigns</li> <li>12. Motorist behavior campaigns</li> <li>13. Motorist behavior campaigns</li> <li>14. Motorist behavior campaigns</li> <li>15. Motorist behavior campaigns</li> <li>16. Motorist behavior campaigns</li> <li>17. Motorist behavior campaigns</li> <li>18. Motorist behavior campaigns</li> <li>19. Motorist behavior campaigns</li> <li>20. Motorist behavior campaigns</li> <li>21. Motorist behavior campaigns</li> <li>22. Motorist behavior campaigns</li> <li>23. Motorist behavior campaigns</li> <li>24. Motorist behavior campaigns</li> <li>25. Motorist behavior campaigns</li> <li>26. Motorist behavior campaigns</li> <li>27. Motorist behavior campaigns</li> <li>28. Motorist behavior campaigns</li> <li>29. Motorist behavior campaigns</li> <li>30. Motorist behavior campaigns</li> <li>31. Motorist behavior campaigns</li> <li>32. Motorist behavior campaigns</li> <li>33. Motorist behavior campaigns</li> <li>34. Motorist behavior campaigns</li> <li>35. Motorist behavior campaigns</li> <li>36. Motorist behavior campaigns</li> <li>37. Motorist behavior campaigns</li> <li>38. Motorist behavior campaigns</li> <li>39. Motorist behavior campaigns</li> <li>40. Motorist behavior campaigns</li> <li>41. Motorist behavior campaigns</li> <li>42. Motorist behavior campaigns</li> <li>43. Motorist behavior campaigns</li> <li>44. Motorist behavior campaigns</li> <li>45. Motorist behavior campaigns</li> <li>46. Motorist behavior campaigns</li> <li>47. Motorist behavior campaigns</li> <li>48. Motorist behavior campaigns</li> <li>49. Motorist behavior campaigns</li> <li>50. Motorist behavior campaigns</li> </ul>
Transportation infrastructure	<ul style="list-style-type: none"> <li>1. Transportation infrastructure</li> <li>2. Transportation infrastructure</li> <li>3. Transportation infrastructure</li> <li>4. Transportation infrastructure</li> <li>5. Transportation infrastructure</li> <li>6. Transportation infrastructure</li> <li>7. Transportation infrastructure</li> <li>8. Transportation infrastructure</li> <li>9. Transportation infrastructure</li> <li>10. Transportation infrastructure</li> <li>11. Transportation infrastructure</li> <li>12. Transportation infrastructure</li> <li>13. Transportation infrastructure</li> <li>14. Transportation infrastructure</li> <li>15. Transportation infrastructure</li> <li>16. Transportation infrastructure</li> <li>17. Transportation infrastructure</li> <li>18. Transportation infrastructure</li> <li>19. Transportation infrastructure</li> <li>20. Transportation infrastructure</li> <li>21. Transportation infrastructure</li> <li>22. Transportation infrastructure</li> <li>23. Transportation infrastructure</li> <li>24. Transportation infrastructure</li> <li>25. Transportation infrastructure</li> <li>26. Transportation infrastructure</li> <li>27. Transportation infrastructure</li> <li>28. Transportation infrastructure</li> <li>29. Transportation infrastructure</li> <li>30. Transportation infrastructure</li> <li>31. Transportation infrastructure</li> <li>32. Transportation infrastructure</li> <li>33. Transportation infrastructure</li> <li>34. Transportation infrastructure</li> <li>35. Transportation infrastructure</li> <li>36. Transportation infrastructure</li> <li>37. Transportation infrastructure</li> <li>38. Transportation infrastructure</li> <li>39. Transportation infrastructure</li> <li>40. Transportation infrastructure</li> <li>41. Transportation infrastructure</li> <li>42. Transportation infrastructure</li> <li>43. Transportation infrastructure</li> <li>44. Transportation infrastructure</li> <li>45. Transportation infrastructure</li> <li>46. Transportation infrastructure</li> <li>47. Transportation infrastructure</li> <li>48. Transportation infrastructure</li> <li>49. Transportation infrastructure</li> <li>50. Transportation infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>1. Transportation infrastructure</li> <li>2. Transportation infrastructure</li> <li>3. Transportation infrastructure</li> <li>4. Transportation infrastructure</li> <li>5. Transportation infrastructure</li> <li>6. Transportation infrastructure</li> <li>7. Transportation infrastructure</li> <li>8. Transportation infrastructure</li> <li>9. Transportation infrastructure</li> <li>10. Transportation infrastructure</li> <li>11. Transportation infrastructure</li> <li>12. Transportation infrastructure</li> <li>13. Transportation infrastructure</li> <li>14. Transportation infrastructure</li> <li>15. Transportation infrastructure</li> <li>16. Transportation infrastructure</li> <li>17. Transportation infrastructure</li> <li>18. Transportation infrastructure</li> <li>19. Transportation infrastructure</li> <li>20. Transportation infrastructure</li> <li>21. Transportation infrastructure</li> <li>22. Transportation infrastructure</li> <li>23. Transportation infrastructure</li> <li>24. Transportation infrastructure</li> <li>25. Transportation infrastructure</li> <li>26. Transportation infrastructure</li> <li>27. Transportation infrastructure</li> <li>28. Transportation infrastructure</li> <li>29. Transportation infrastructure</li> <li>30. Transportation infrastructure</li> <li>31. Transportation infrastructure</li> <li>32. Transportation infrastructure</li> <li>33. Transportation infrastructure</li> <li>34. Transportation infrastructure</li> <li>35. Transportation infrastructure</li> <li>36. Transportation infrastructure</li> <li>37. Transportation infrastructure</li> <li>38. Transportation infrastructure</li> <li>39. Transportation infrastructure</li> <li>40. Transportation infrastructure</li> <li>41. Transportation infrastructure</li> <li>42. Transportation infrastructure</li> <li>43. Transportation infrastructure</li> <li>44. Transportation infrastructure</li> <li>45. Transportation infrastructure</li> <li>46. Transportation infrastructure</li> <li>47. Transportation infrastructure</li> <li>48. Transportation infrastructure</li> <li>49. Transportation infrastructure</li> <li>50. Transportation infrastructure</li> </ul>
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## Regional Transportation Safety Action Plan

**What's in the Plan? 157 potential safety project locations**

Table 8. Highest Ranking Non-motorist Locations for each District & City of Pittsburgh

District	Location	District	Location
10	Butler, Main St, New Castle St to Cunningham St	10	Butler, Chestnut St, New Castle St to Cunningham St
11	McKeesport, Tenth Blvd at Evans St	11	McKeesport, Tenth Blvd at Evans St
12	Pittsburgh, Forbes Ave at Chatham Square	12	Pittsburgh, Forbes Ave at Chatham Square
13	Washington, Main St, Chestnut St to Walnut St	13	Washington, Main St, Chestnut St to Walnut St

Table 11. District 10 HSM Network Screened Locations Initial Ranking (2012-2018 Data)

Rank	Location	Observed Crashes	Projected Crashes	Expected Crashes	District Feedback
1	Mean Creek Rd, I-99 to I-76 and I-76	10.2	5.88	6.88	2.2
2	Mean Creek Rd at I-76	8	3.76	4.32	2.2
3	Mean Creek Rd at I-76	8	4.24	4.72	2.2

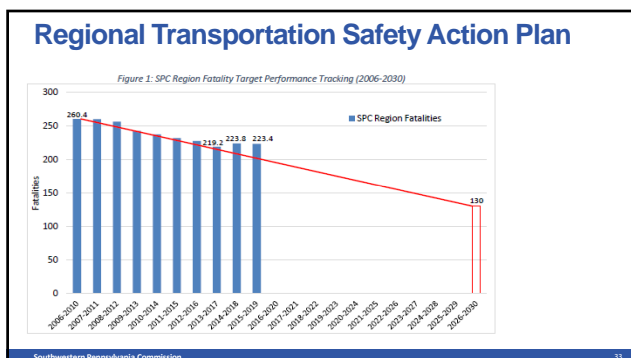
Table 12. District 11 HSM Network Screened Locations Initial Ranking (2012-2018 Data)

Rank	Location	Observed Crashes	Projected Crashes	Expected Crashes	District Feedback
1	Butler, Main St, New Castle St to Cunningham St	10.2	5.88	6.88	2.2
2	Butler, Chestnut St, New Castle St to Cunningham St	10.2	5.88	6.88	2.2

Table 13. District 12 HSM Network Screened Locations Initial Ranking (2012-2018 Data)

Rank	Location	Observed Crashes	Projected Crashes	Expected Crashes	District Feedback
1	Washington, Main St, Chestnut St to Walnut St	10.2	5.88	6.88	2.2
2	Washington, Main St, Chestnut St to Walnut St	10.2	5.88	6.88	2.2

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## Regional Transportation Safety Action Plan

2018 total reportable crashes in SPC region: 24,715  
2019 total reportable crashes in SPC region: 23,873

2018 serious injury crashes: 954  
2019 serious injury crashes: 923

Crash Frequency	
Crash Type	Increase from 2018 to 2019
Head-on	+140
Aggressive driving	+81
Speeding	+49
Motorcycle	+38
Distracted driving	+36
Bicycle	+20
Pedestrian	+12
Intersection	+6

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## Questions?

Dominic D'Amico, RE., PTOE  
Mgr. Operations and Safety Programs

[https://www.spcregion.org/wp-content/uploads/2020/12/2020-RTSAP\\_FINAL.pdf](https://www.spcregion.org/wp-content/uploads/2020/12/2020-RTSAP_FINAL.pdf)

Southwestern Pennsylvania Commission 35

## Agenda

Agenda Item: 9

- Message from the Executive Director – Vincent Valdes
- Next Meeting Date – January 25, 2021

Southwestern Pennsylvania Commission 36

## SPC Evolution Strategy

*"Organizational Improvement for the Benefit of the Region"*

December, 2020

## SPC Strategic Function

**Purpose:** To support equitable, sustainable, livable communities in Southwestern Pennsylvania through planning, economic development initiatives, and projects that benefit the region.

Southwestern Pennsylvania Commission

## SPC – Organizational Underlying Principles

1. Complex problems require an *interdisciplinary approach*.
2. We solve challenges *holistically* and take advantage of every opportunity.
3. Solutions are *practical and actionable*.
4. We begin by *defining our desired outcomes*.
5. We work to *ensure the success of our colleagues and partners*.

Southwestern Pennsylvania Commission

## SPC – Evolution Strategy Activities and Deliverables

<b>Scoping the Change</b>	<ul style="list-style-type: none"> <li>Assess current corporate culture and business processes.</li> <li>Interview external partners and SPC staff to baseline our service.</li> <li>Evaluate SPC ability to deliver product effectively.</li> </ul>	
<b>Results/Products</b>	<ul style="list-style-type: none"> <li>A current state assessment for SPC.</li> <li>New vision and mission statements.</li> <li>Organizational change management plan.</li> </ul>	
<b>Making the Change</b>	<ul style="list-style-type: none"> <li>Evaluate recommendations from the change management plan.</li> <li>Plan change activities and timeframes in each business area.</li> <li>Develop best-fit management practices for SPC lines of business.</li> </ul>	
<b>Results/Products</b>	<ul style="list-style-type: none"> <li>Revised organizational structure for SPC as required.</li> <li>Updated human resources &amp; management practices.</li> <li>Communications Plan.</li> </ul>	

Southwestern Pennsylvania Commission

# Questions?

## Agenda

**Agenda Item: 10**

- Other SPC Business – *Rich Fitzgerald*

**Agenda Item: 11**

- Appointment of 2021 Nominating Committee – *Rich Fitzgerald*


**Agenda Item: 12**

- Adjourn to SPC Corporation Annual Membership Meeting
- All voting members of the Commission are members of the Corporation
- Please remain on the webinar

Corporation Board of Directors / Commission Executive Committee

## Southwestern Pennsylvania Corporation Annual Membership Meeting

December 14, 2020



Southwestern Pennsylvania Corporation

## Agenda

**Agenda Item: 1**

- Action on the Minutes of the January 27, 2020 Meeting

**Agenda Item: 2**

- Report of Nominating Committee – *Lynn Heckman*
- Action on Resolution 20-21 to Elect the 2021 Corporation Board of Directors

Southwestern Pennsylvania Corporation

## 2021 Corporation Board of Directors

• Allegheny County – Rich Fitzgerald	• Greene County – Mike Belding
• City of Pittsburgh – William Peduto	• Indiana County – Sherene Hess
• Armstrong County – Pat Fabian	• Lawrence County – Morgan Boyd
• Beaver County – Daniel Camp	• Washington County – Diana Irely Vaughan
• Butler County – Leslie Osche	• Westmoreland County – Sean Kertes
• Fayette County – Vince Vicites	

Southwestern Pennsylvania Corporation

## Agenda

**Agenda Item: 3**

- Other Business

**Agenda Item: 4**

- Adjourn to the SPC Board of Directors Meeting
- All voting members of the Commission are voting members of the Corporation
- Please remain on the webinar

Southwestern Pennsylvania Corporation

## Southwestern Pennsylvania Corporation Board of Directors

December 14, 2020



Southwestern Pennsylvania Corporation

## Agenda

**Agenda Item: 1**

- Action on Resolution 21-20 to Elect the 2021 Officers of the Corporation

- Chairman – Rich Fitzgerald
- Vice Chair – Leslie Osche
- President & CEO – Vincent Valdes
- Vice President – Andy Waple
- Secretary-Treasurer – Vince Massaro

Southwestern Pennsylvania Corporation

## Agenda

Agenda Item: 3

- Other Business

Agenda Item: 4

- Adjourn

*Happy Holidays!*